

AMERICAN



RAIL-ROAD JOURNAL.

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NEW-YORK, MAY 5, 1832.

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NEW-YORK, MAY 5, 1832.

The acts of incorporation of the NEW YORK AND ERIE RAIL-ROAD, and of the NEW YORK AND ALBANY RAIL-ROAD, will be found in this number of the Journal. These are both great enterprises, and require large capitals. That named for the Erie road is ten millions, to be divided into shares of one hundred dollars each. This enterprise must be commenced within four years; within ten years one fourth part of the Rail-way must be in operation; within fifteen years one half of it must be finished and in use; and within twenty, the whole must be completed. The penalty for failure in either case, is the forfeiture of the charter. The route of the road is no otherwise defined than that it is to "commence at the city of New York, or at such point in its vicinity as shall be most eligible and convenient therefor, and continue through the Southern tier of counties, by way of Owego in Tioga county to the shore of Lake Erie, at some eligible point between the Cattaraugus creek and the Pennsylvania line." The company is restrained from making any cross road to connect with Rail-roads in Pennsylvania or New Jersey, without the special permission of the Legislature.

The capital of the New York and Albany Rail-road is three millions, and the undertaking must be commenced in three and completed in ten years, under penalty of forfeiture. The route of the road is designated as commencing on "the Harlem river, opposite where the 4th Avenue terminates, and running through the counties of Westchester, Putnam, Dutchess, Columbia, and Rensselaer, and ending on the Hudson opposite Albany," with power to extend the line to Troy, and to construct lateral Rail-roads to the eastern limits of the aforesaid counties, to connect with any that may be hereafter made by Massachusetts or Connecticut.

It would be idle to disguise the fact that to both these great enterprises, great natural obstacles, as

well as great inducements, present themselves. It may also be safely assumed, we think, that much yet remains to be known concerning the best mode—reference being had to materials, durability, expense, and especially to climate—of constructing Rail-roads. Hence the wisdom and propriety of allowing a reasonable time for the commencement of both these roads—which time will, it cannot be doubted, be employed by those concerned in acquiring exact knowledge of the regions through which the routes are to pass—and all the latest information and experience, as to making and using Rail-roads.

This city cannot be insensible to the advantages of such communications, nor backward, when their reasonable practicability is established, in affording the means to make them.

We have been requested to state that there will be a meeting of the corporators of the NEW YORK AND ERIE RAIL-ROAD COMPANY, at the room of the New York Chamber of Commerce, in the Merchants' Exchange, on Monday next at 5 o'clock, P. M. for the purpose of consulting upon the necessary measures to promote the interest of that important work. We hope, and believe, there will be a full meeting, that the first movement in this noble enterprise may show that its friends are determined to carry it through.

The following extract from a memorial to the Legislature suggests an idea entirely new to us. It is undoubtedly worthy of consideration. We have been informed that the foundation of most of the ancient buildings erected by the Hollanders at Albany, were constructed upon this plan, and to it is attributed their permanence over modern built houses:—

Notwithstanding the depth at which may be placed the sleepers or posts sustaining the rails, they are frequently liable to serious injury and disturbance by the earth, when frozen, strongly adhering to, and then raising them, in its passage from a frozen to its natural state; the forming of these into the shape of a circular, or four sided upright Cone (similar to the shape of the letter A) will, it is believed, afford a complete remedy; since the earth, in the act of rising, will recede, and disengage itself from sleepers or posts of the above description.

THE HARLEM RAIL-ROAD.—Last evening a special meeting of the Board of Aldermen was held for the purpose of taking up the report of the committee on the Harlem Rail-road. The report grants to the company the privilege of laying a single track of Rail-way, from the former point of termination at 23d street, down Broadway to Prince street, and also down the Bowery to Prince street. The report was adopted by a vote of 10 to 3.

Locomotive engines are now in extensive use on the Rail-ways in Scotland. We are informed by gentlemen recently from Scotland that on Monkland and Kirkintilloch Rail-way, in the month of February last, the Engine No. 2 drew 43 wagons, containing 120 tons of coal, a load we believe quite unprecedented in the annals of locomotion. Each of these wagons weighed one ton, and the engine and tender 10 tons, making an amount of 173 tons by a 16 horse power engine. This engine was made in Glasgow under the direction of Mr. Dodds, engineer, for the above Rail-way, on the old principle, i. e. with vertical cylinders, having the motion communicated by rods connected to the outside of the wheels. The engines now in use on the Liverpool and Manchester Rail-way, have generally horizontal cylinders communicating directly with the axle by means of cranks. This enables the Engineer to give the Engine a much more compact and neat appearance, but is not otherwise considered so profitable, at least for heavy loads, from the liability of the crank axles to bend by any slight accident, or sudden curve of the road. They become thus very expensive and troublesome.

RAIL-ROAD INCORPORATIONS.—At the late session of the Legislature, twenty-four charters for Rail-road companies were granted, with an aggregate capital of \$24,775,000. We shall take another opportunity to refer to these roads, and endeavor to give some account of the country through which they are to pass.

New York and Erie Rail-road, (from the city of New York to Lake Erie.)	\$10,000,000
N. York and Albany, (east side of the Hudson)	2,000,000
Lake Champlain and Ogdensburg.	2,000,000
Watertown and Rome.	1,000,000
Ulster and Susquehanna, (from Ulster along the valleys of the Susquehanna and Unadilla, to the line of the New York and Erie Rail-road.)	1,000,000
Black River Company, (from the Erie Canal at Rome or Herkimer, to the St. Lawrence, &c.)	900,000
Albaca and Geneva.	300,000
Buffalo and Erie.	300,000
Dutchess Rail-road, (from Poughkeepsie to Co. line.)	600,000
Tonawanda Rail-road, (from Rochester to Attles.)	500,000
Hudson and Berkshire, (from Hudson to Massachusetts line.)	350,000
Schoharie and Otsego, (from the Catskill and Canajoharie Rail-road, via the Cobleskill and Schoharie creeks to the Susquehanna River.)	300,000
Danville and Rochester.	300,000
Aurora and Buffalo.	300,000
Rensselaer and Saratoga.	300,000
Brooklyn and Jamaica.	300,000
Fish-house and Amsterdam.	250,000
Warren county, (from Glen's Falls to Catskill.)	250,000
Saratoga and Fort Edward.	200,000
Otsego Rail-road, (from Cooperstown to Collier ville.)	200,000
Albion and Tonawanda.	200,000
Auburn and Erie Canal Rail-road.	150,000
Mayville and Portland.	150,000
Elmira and Williamsport.	75,000
	\$24,775,000

NEW YORK AND ERIE RAIL-ROAD COMPANY.
An Act to incorporate the New York and Erie Rail-road Company.—Passed April 24, 1852.

The people of the State of New York represented in Senate and Assembly do enact as follows:—

§1. Samuel Swartwout, Stephen Whitney, Robert White, Cornelius Hansen, Eleazar Lord, Daniel Le Roy, William C. Radfield, Cornelius J. Blauvelt, Jeremiah H. Pierson, William Townsend, Egbert Jansen, Cha's Borland, Abraham M. Smith, Alpheus Dimmick, Randall S. Street, John P. Jones, George D. Wickham, Joseph Curtis, John L. Gorham, Joshua Whitney, Christopher Eldridge, James McKinney, James Pumpelly, Charles Pumpelly, John R. Drake, Jonathan Platt, Luther Gere, Francis A. Bloodgood, Jeremiah S. Beebe, Ebenezer Mack, Ansel St. John, Andrew Dewitt Bruyn, Stephen Tuttle, Lyman Covell, Robert Covell, John Arnett, John Magee, William M. McCoy, William S. Hubbell, William Bonham, Arthur H. Erwin, Henry Brother, Philip Church, Samuel King, Walter Downer, Morgan Lewis, William Paulding, Peter Lorillard, Isaac Lawrence, Jeromus Johnson, John Steward, junior, Henry I. Wyckoff, Richard M. Lawrence, Gideon Lee, John P. Stagg, Nathaniel Weed, Hubert Van Wagenen, David Rogers, John Hone, John G. Coster, Gould Hoyt, Peter I. Nevius, Robert Buloid, Thomas A. Ronalds, John Haggerty, Elisha Riggs, Benjamin L. Swan, Grant B. Baldwin, William Maxwell and Darius Bentley, with such other persons as shall associate with them for that purpose, are constituted a body corporate and politic by the name of "The New York and Erie Rail-road Company," with power to construct a single, double, or treble Rail-road or way, from the City of New York to Lake Erie, commencing at the city of New York or at such point in its vicinity as shall be most eligible and convenient therefor, and continue said Rail-road through the southern tier of counties, by way of Oswego, in the county of Tioga, to the shore of Lake Erie, at some eligible point between the Cattaraugus Creek and the Pennsylvania line with power to transport, take and carry, property and persons upon the same, by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them, for the term of fifty years from the passage of this act.

§2. If the said corporation hereby created shall not, within four years from the passage of this act, commence the construction of the said Rail-road, or way, and spend within one year thereafter, the sum of two hundred thousand dollars thereon, and shall not within ten years from the passage of this act, construct, finish and put in operation, one fourth part of the said Rail-road, or way, and shall not within fifteen years from the passage of this act, construct, finish and put in operation, one half of the said Rail-road, or way, and shall not within twenty years from the passage of this act, complete and put in operation, the whole of the said Rail-road, or way, or in the event of a failure by the company to construct the parts of the said Rail-road within either of the times above mentioned, then the rights, privileges, and powers of the said corporation under this act, shall be null and void.

§3. The capital stock of the said company shall be ten millions of dollars, which shall be divided into shares of one hundred dollars each, which shall be deemed personal property, and transferable in such manner as the said corporation shall by laws direct.

§4. Walter Bowne, Morgan Lewis, William Paulding, Peter Lorillard, Isaac Lawrence, Jeromus Johnson, John Steward, junior, Henry I. Wyckoff, Nathaniel Weed, Hubert Van Wagenen, David Rogers, Samuel Swartwout, John Hone, John G. Coster, Gould Hoyt, Peter I. Nevius, Robert Buloid, Benjamin L. Swan, Thomas A. Ronalds, John Haggerty, Elisha Riggs, Garret Storm, George Curtis, Richard M. Lawrence, Charles Henry Hall, Robert White, Stephen Whitney, Eleazar Lord, John P. Stagg, Saul Alley, Josiah Hedden, Thomas T. Woodruff, Michael Burnham, Gideon Lee, and Cornelius Hansen, of New York; Jeremiah H. Pierson, Cornelius J. Blauvelt, Edward Suffern, John J. Wood and Benjamin Blackledge, of Rockland; Selah Reeve, George D. Wickham, Alexander Thompson, Samuel S. Seward, Stacy Beaks and John Halleck, junior, of Orange; Randall S. Street and John P. Jones, of Sullivan; John Sudam and John Van Buren, of Ulster; James G. Elliott, of Greene; Erasmus Root, of Delaware; Sherman Page, of Oswego; John C. Clarke, of Chenango; Joshua Whitney, Stephen Weed, Christopher Eldridge and Levi Dimmick, of Broome; James Pumpelly, Lyman Covell, William Maxwell, Grant B. Baldwin, Darius Bentley and

John Jackson, of Tioga; John Magee, Ira Davenport, William H. Bull and William S. Hubbell, of Steuben; Luther Gere, Andrew D. W. Bruyn and Francis A. Bloodgood, of Tompkins; Philip Church, of Allegany; Timothy H. Porter and Henry Saxton, of Cattaraugus; Thomas Campbell, Daniel G. Garnsey, Eliat T. Foote, Joseph White, junior, Oliver Lee and Leverett Baker, of Chautauque, shall be Commissioners, the duty of whom it shall be, within the period of six months after the passing of this act, at some suitable place in the city of New York, and such other place as they may choose to designate, to open books to receive subscriptions to the capital stock of the said corporation, and twenty days public notice shall be given by the said commissioners of the time and place of the opening of such books, in one of the public newspapers in each of the said places, and any five of the said commissioners shall constitute a board to receive subscriptions: and as soon as the same shall be subscribed, to give a like notice for a meeting of the Stockholders at such time and place as the said commissioners shall appoint, to choose seventeen directors, and such election shall be then and there made by such of the stockholders as shall attend for that purpose, either in person or by lawful proxy; each share of the capital stock entitling a stockholder to one vote, and the said commissioners or such of them as shall attend for such purpose, shall be inspectors of the first election of directors of the said corporation, and shall certify under their hands the names of those duly elected, and deliver over the subscription books to the said directors, and the time and place of holding the first meeting of directors shall be fixed by the said commissioners. And the said directors shall have power to appoint an engineer, or engineers, and to cause such examinations and surveys for the said Rail-road to be made, as may be necessary to the selection of the most advantageous line or lines for the location of the road: and the said directors shall, after such examinations and surveys shall be made, select, and by certificates under their hands and seals, designate the line, course or way, which they may deem most advantageous for the said Rail-road, one of which certificates shall be filed in the office of the Register of the city of New York, and one in the office of each of the County Clerks of the several counties through which the said Rail-road, or way, shall pass, which line, course or way so selected and certified, shall be deemed the line, course or way, on which the said corporation shall construct, erect, build or make their single, double, or treble Rail-road or ways, or hereinafter mentioned; the expenses of all such surveys and examinations, and all manner of incidental expenses relating thereto, shall be paid for by the said corporation.

§5. If within three days after opening the subscription books as aforesaid, a sum exceeding ten millions of dollars shall be subscribed, the commissioners, who shall meet for that purpose, shall proceed to apportion the stock among the subscribers, and shall complete the apportionment within sixty days after the opening of said subscription, and any nine of the said commissioners shall constitute a board for the purposes of such distribution; if no more than nine of the said commissioners shall then attend for the purpose of making such distribution, and if the full amount of capital be not subscribed within three days as aforesaid, then it shall be the duty of the commissioners to open the subscription books from time to time until the whole amount shall have been subscribed: the commissioners shall receive no subscriptions unless five dollars on each share subscribed be paid at the time of subscription.

§6. The company hereby incorporated shall first construct, lay down and complete, one line or track of Rail-road from the city of New York, or from some point on the western shore of the Hudson river in the said southern tier of counties unto Lake Erie, and shall convey either passengers or materials thereon, before they shall lay down the rails of any part or portion of the second line or track of the said Rail-road.

§7. The said directors to be chosen at such meeting, or at such annual election, shall as soon as may be after such election, choose out of their own number, one President, and one other person to be Vice President: and in case of the death, resignation or absence of the President, the Vice President shall preside until the next annual election thereafter, or until another President shall be chosen: and in case of the death or resignation of the President or Vice President, or of any director, such vacancy or vacancies may be filled for the remainder of the year wherein they may happen, by the board of directors: and in case of the absence of the President and Vice President, the board of directors shall have power to

appoint a President pro tempore, who shall have and exercise such powers and functions, as the by-laws of the said corporation may provide.

§8. In case it should at any time happen that an election of directors shall not be made on any day when pursuant to this act it ought to have been made, the said corporation shall not for that cause be deemed to be dissolved, but such election may be held at any other time within sixty days thereafter.

§9. The corporation is hereby empowered to purchase, receive and hold such real estate as may be necessary and convenient in accomplishing the objects for which this incorporation is granted; and may, by their agents, surveyor and engineer, enter upon, and take possession of, and use all such lands and real estate as may be indispensable for the construction and maintenance of their single, double or treble Rail-road or way, and the accommodations requisite and appertaining thereto; and may also receive, hold and take all such voluntary grants and donations of land and real estate, as shall be made to the said corporation for the purpose aforesaid, and in the construction, maintenance and accommodation of said single, double or treble Rail-road or way; but all lands or real estate thus entered upon, which are not donations, shall be purchased by the said corporation of the owner or owners of the same, at a price to be mutually agreed upon between them; and in case of a disagreement as to price, and before making any portion of said road on said land, the said corporation, or the owner of such land, may apply by petition to the vice chancellor of the circuit within which such land lies, particularly describing the lands to be appraised, who upon such application shall cause such notice to be given to the other party as he shall deem proper and sufficient, appointing therein the time and place of hearing the parties, at which time and place upon proof that the notice directed has been given, the said vice chancellor shall direct the manner of ascertaining the damages which the owner of such land or real estate will sustain by the occupation thereof by the said corporation; and the said vice chancellor shall appoint three competent and disinterested commissioners, who shall be freeholders and residents of the county in which the land described in said petition is situated, and who shall under the direction of the said vice chancellor make appraisements and determine said damages, and report in writing under their hands to the said vice chancellor, who shall examine the same and hear the parties in relation thereto, if he shall deem it expedient, and increase or diminish the damages if he shall be satisfied injustice has been done. The report shall contain a minute and accurate description of the land appraised. The commissioners shall be allowed three dollars each a day for their services. Upon proof to the vice chancellor, to be made within thirty days after his determination of payment to the owner, or of depositing to the credit of the owner in such incorporated monied institution as the said vice chancellor shall direct of the amount of said damages and the payment of all expenses; the said vice chancellor shall make an order or decree particularly describing the land and reciting the appraisement of damages and the mode of making it, and all other facts necessary to a compliance with this section of this act; and when the said order or decree shall be recorded in the office of the clerk of the said vice chancellor, the said corporation shall be seized and possessed of such land or real estate, and may enter upon and take possession, and use the same for the purposes of the said road.

§10. In case any married woman, infant, idiot or insane person, or non-resident of the State, who shall not appear after such notice, shall be interested in any such land or real estate, the said vice chancellor shall appoint some competent, disinterested person to appear before the said commissioners and act for and in behalf of such married woman, infant, idiot, insane person, or non-resident.

§11. The said corporation is hereby authorized to construct, erect, build, make, and use, a single, double or treble Rail-road or ways, of suitable width and dimensions, to be determined by the said corporation, on the line, course or way designated by the directors as aforesaid, as the line, course and way whereon to construct, erect, build and make the same, and shall have power to regulate the time and manner in which goods and passengers shall be transported, taken and carried on the same, and shall have power to erect and maintain toll houses and other buildings for the accommodation of their concerns, as they may deem suitable to their interest.

§12. The said corporation shall not, at any point, connect the said single, double or treble Rail-road or ways, with any Rail-road, either of the State of Pennsylvania or New Jersey, or leading into either of the said States, without the consent

of the Legislature of this State, on pain of forfeiting the powers and privileges conferred by this act.

Sec. 13. Whenever it shall be necessary for the construction of their single, double or treble Rail-road or way, to intersect or cross any stream of water or water courses, or any road or highway, it shall be lawful for the said corporation to construct their way or ways across or upon the same; but the corporation shall restore the stream or water courses, or road or highway, thus intersected, to its former state, or in a sufficient manner not to have impaired its usefulness.

§ 14. It shall be lawful for the company hereby incorporated, from time to time, to fix, regulate, and receive the tolls and charges, by them to be received for transportation of property or persons on the single, double or treble Rail-road or ways aforesaid, hereby authorized to be constructed, erected, built, made, and used, and to take and receive tolls upon any part of said route, whenever and as fast as sections of ten miles are fully completed.

§ 15. If any person shall wilfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of the said corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed; the person or persons so offending shall be guilty of a misdemeanor, and forfeit and pay to the said corporation double the amount of damages sustained by means of such offence or injury, to be recovered in the name of the said corporation, with costs of suit, by action of debt.

§ 16. It shall be lawful for the directors to require payment of the sums to be subscribed to the capital stock at such times, and in such proportions and on such conditions as they shall deem fit, under the penalty of the forfeiture of such stock and of all previous payments thereon; and shall give notice of the payments thus required, and of the place and time when the same are to be paid, at least thirty days previous to the payment of the same, in a public newspaper published in the city of New York, and in each of the counties through which the said road shall pass, and in such other places as the said directors may deem proper to direct.

§ 17. It shall be lawful for the said corporation to unite with any other Rail-road company already incorporated, upon the route of the said road through said southern tier of counties upon such terms as may be agreed upon by the directors of said companies, in making a continuous Rail-road from New York to Lake Erie; at all times, however, confining the route of said road to said southern tier of counties.

§ 18. The said corporation shall possess the general powers, and be subject to the general restrictions and liabilities prescribed by such parts of title third, of the eighteenth chapter of the first part of the Revised Statutes as are not repealed.

§ 19. The directors of said company shall make an annual report in detail of their proceedings and expenditures, verified by the affidavit of at least two of them, which report shall be filed in the office of the Secretary of State; and in like manner shall at the expiration of each year for the term of fifteen years after the completion of the said road, file in said office a detailed statement of tolls received on such Rail-road, and of all monies expended by said company for repairs or otherwise for the purpose of said Rail-road.

§ 20. If the Legislature of this State shall, at the expiration of ten, and within fifteen years from the completion of said Rail-road make provision by law for the repayment to the said company of the amount expended by them in the construction of said Rail-road, together with all moneys expended by them for permanent fixtures for the use of said Rail-road, with interest on such sums at the rate of seven per centum per annum, together with all moneys expended by said company for repairs, or otherwise for the purposes of said road, after deducting the amount of tolls received on said road, then the said Rail-road, with all fixtures and appurtenances, shall rest in, and become the property of this State.

§ 21. The Legislature may at any time hereafter, alter, modify, or repeal this act.

State of New York,)
 Secretary's Office,)

I certify the preceding to be a true copy of an original act of the Legislature of this State on file in this office.
 ANCH'D CAMPBELL, Sec.
 Dep. Secretary.

Albany, April 25, 1883.

Facts and Suggestions relating to THE NEW YORK AND ALBANY RAIL-ROAD, With the Act of Incorporation.

Several years have now elapsed since the attention of our citizens was first directed, to the important object of opening a direct and improved line of communication from the city of New York through the heart of the country which lies between the Hudson and Connecticut rivers.

However valuable and important may be the water communications which this city now possesses, it is still desirable to obtain a free intercourse with those parts of the country which are remote from navigable waters. It is also important that this intercourse should be free from the embarrassments and periodical interruptions to which navigation is subject, and from the toilsome and expensive shipments and transportations to which this mode of conveyance is necessarily subject. Nor can the multifarious productions of the interior country be otherwise brought to the doors of its citizens, or in any other manner rendered fully available to their comfort, and to the growth and prosperity of both city and country.

Impelled by considerations of this character, a number of our citizens were, at a former period, induced to undertake the construction of the Sharon canal, a work which afforded the best prospect, then known to the public of realizing these objects. Had that work been completed, it would still have failed in the important desideratum of affording a free intercourse during the winter months, when the usual means of conveyance are, for the most part, unavailable. A concurrence of adverse circumstances, in connexion with the spirit of stock-jobbing, which prevailed so extensively at that period, gave a death blow to that enterprise at an early stage of its progress. The superior advantages of Rail-ways were at that period unknown to the public, and the failure in executing the canal, though painful to its patriotic friends, can, at this time, hardly be regretted, since it leaves this valuable section of the country open to improvement of a more useful and important character.

Since the advantages of Rail-ways for general purposes have been practically demonstrated, further attention has been given to this important line of intercourse, and near the close of 1830 public notice was given of an application to the Legislature of New York for an act of incorporation for the purpose of constructing a Rail-way from the city of New York to a point near Sharon, in Connecticut, having in view the general route which had been chosen for the Sharon canal, and with liberty to extend the Rail-way, at a future period, so as to intersect the Hudson at or near Albany. Owing to a defect in the publication of this notice the subject was not at that time brought before the Legislature.

The rapid accumulation of the evidence in favor of Rail-roads, and the degree of confidence and expectation which that evidence was calculated to inspire, now rendered it imperative on the friends of this improvement to present its claims before the Legislature and the public on the broad footing of its manifest utility and importance. Legal notice was accordingly given in the summer of 1831, of an application which should comprize the objects first contemplated, and should also provide for a continuous line of Rail-road to the cities of Albany and Troy; and, in addition to its primary objects, thus remove those embarrassments which annually occur from the suspension of the usual intercourse through the channel of the Hudson.

A provisional committee, which was organized in this stage of the proceedings, published a prospectus of the undertaking, in which they remark as follows:—

"The rapid extension of the means of improvement, which is resulting from the introduction of Rail-ways and the use of locomotive steam engines, has rendered it obvious that the establishment of this mode of intercourse between our great commercial metropolis and the interior portions of the country is not only eligible in itself, but is also demanded by a just regard to our present and future interests. With these views the committee propose to their fellow-citizens to unite their efforts for establishing a line of Rail-way from the city of New York to the city of Albany, and connecting at that point with the great lines of intercourse which extend through the valleys of the Hudson and Mohawk, to the northern and western lakes. By this means a highly improved and uninterrupted communication will be preserved at all seasons with the interior of the state and its seat of government: new and extensive sources of wealth in the mineral, agricultural and manufacturing de-

partments of industry will be opened; and a main trunk or channel be formed for a most valuable system of communication with the New-England states, and which will serve as a base line for numerous branches and lateral communications of lesser magnitude and cheaper construction, which the welfare and convenience of the adjacent country will not fail to require."

It will be seen from what has already been premised, that the proposed "New York and Albany Rail-road" is not designed to enter into competition with the general business now transacted on the Hudson river, but will, as its friends believe, find ample support in the general business of the country through which it is destined to pass, and in the exclusive business which it will command at those seasons in which the present communications are obstructed and impassable. It is the proper business of the country which is intersected, that gives the greatest value to the most important channels of intercourse in our country. It will be useful, therefore, to inquire into the amount of business which can be furnished to the Rail-way from the country on its borders, and from those interior districts which must mainly depend on it for their intercourse with a maritime market.

The county of Westchester is the first district to which our inquiries will be directed. This large, populous, and wealthy county will be intersected by the Rail-way at nearly equal distances between the shores of the North and East rivers. The inhabitants of this county will thus obtain ready access to the city markets, and the impulse which will thereby be given to the agricultural and manufacturing industry of the county must, from the very circumstances of its contiguity to the city of New York, afford a large annual amount of tonnage and passengers to the Rail-road, with which its interests will be especially identified. In one of the remote towns in this county, the descending tonnage for a Rail-way has been estimated at near 2000 tons annually, and the passengers at 800 in each direction. The population of this county in 1830 was 36,476; the valuation of real and personal estate in 1831 was 9,397,840 dollars.

The county of Fairfield in Connecticut lies near the contemplated route of the Rail-road, and the interior portions of it can have no other favorable outlet for the products of their industry, which now contribute much to the general business of the city and country. A branch Rail-way of nine miles will reach Danbury, one of the shiretowns of this county, overcoming an elevation of but 43 feet. Some estimate may be formed of the industry and amount of business of this flourishing town, from the fact that two hundred thousand feet of boards are annually used in the construction of packing boxes for export to the New York market. The number of passengers booked by the stages at the same place, is said to be 6000 annually.

The county of Putnam, though of limited extent, will afford much for the support of a Rail-way. Extending from the Hudson at the Highlands to the east line of the State, its most valuable and productive portions will be found contiguous to the Rail-road. A partial estimate of its transportation has been made by citizens residing near the eastern border of the county, which amounts to 7000 tons, and 6000 passengers annually. Population in 1830, 12,701. Valuation of real and personal estate in 1831, \$2,193,889.

The county of Litchfield, in Connecticut, next claims our notice. The interior position of this large county, and its proximity to our borders and to the route of the Rail-way, will secure to the latter almost the whole amount of its export and import trade. Possessing in the Housatonic and its tributaries, a vast amount of water power, rich in its soil and its extensive deposits of iron ore, limestone and marble, its productions must be greatly multiplied by the increased facilities which the Rail-way will afford. The iron of this county possesses the highest reputation, and is now transported from Salisbury on the borders of this state, to the United States Armory at Springfield, by land, at an expense of twelve dollars per ton. Some estimate of the present business of the county may be formed by an examination of the following statement of its productions and their annual value, by John M. Holley, Esq; which has recently been published, and in preparing which, he informs us, that a very considerable list of articles, each of small comparative value, are entirely omitted:

Article	Value
Fig and bar iron, &c.	\$200,000 00
Manufactures of Iron, &c.	250,000 00
Wool	7,180 00
Wheat	30,000 00

Rat and mouse traps,	9,500 00
Shovel and spades,	40,000 00
Shovels and spades,	8,500 00
Augers,	300 00
Steel,	2,000 00
Picks,	20,000 00
Ploughs,	3,000 00

Other productions.

Wool,	\$151,000 00
Woolen cloths,	215,000 00
Cotton do.,	16,000 00
Hats,	70,700 00
Shoes and boots,	112,000 00
Carriages and wagons,	28,000 00
Clocks,	382,000 00
Leather,	181,000 00
Cabinet work and chairs,	27,000 00
Cordage,	500 00
Machinery, part wood and part iron and steel,	19,000 00
Brick, clay furnaces and marble,	28,300 00
Rakes and brooms,	5,000 00
Lime,	5,000 00
Musical instruments,	2,300 00
Buttons,	20,000 00
Cheese,	115,000 00
Butter,	17,000 00

Pig and bar iron,	\$1,414,300 00
Manufactures of iron, &c.,	293,000 00
	177,550 00

Total, \$1,688,350 00

The number of passengers to and from New York, furnished by this county, is very great.

The county of Dutchess, which has been long distinguished for its agricultural industry and wealth, will contribute much to the permanent business of the Rail-road. Much of its finest soil lies contiguous to that beautiful valley through which the Rail-way is designed to pass. Careful estimates of the present amount of transportation have been made in some of the towns in the eastern portion of the county, and the result is highly favorable. An average of eight towns in this county may be supposed to give their support to the Rail-way throughout the year, not to include the business which would be derived from the other towns, and from the flourishing village of Poughkeepsie, in the winter season. The present transportation of three of the above towns is estimated at 10,167 tons, at the annual cost of 36,168 dollars. Applying this ratio to the eight towns, and then deducting one-half of the amount, will afford the estimate which we shall venture to give of the present transportation of this county which will pertain to the Rail-road, and is equal to 13,556 tons annually, at an expense of 48,224 dollars. The number of passengers which can be obtained from this county is not known. Population of the county, 50,926. Valuation of real and personal estate in 1831, \$16,188,739.

We are next called to notice the amount of business which can be obtained for the Rail-way from the county of Berkshire, in Massachusetts, the inhabitants of which, owing to its peculiar position, are more deeply interested in the success of this enterprise than almost any other section of country. An examination has been made of the amount of transportation in thirteen towns in the county, which amounts, independent of certain aminions, to 20,981 tons annually, which, at the existing rates, costs 106,157 dollars. The remaining seventeen towns of this large county are represented as affording at least an equal amount, making an aggregate of 212,314 dollars, exclusive of a large number of passengers from the county and other parts of the country more remote from the Rail-way. A respectable inhabitant of that county, in a letter to the corresponding committee, says: "Although the result of this examination exceeds even our hopes, still, in my view of it, it is not the most interesting feature of the subject. The business which a Rail-way would create, and the increased activity which it would give to branches now pursued, is the great point. We have marble in this town suitable for every part of the most splendid dwelling, from the foundation stone, to the mantle and pier table in the parlor. Every variety of color from white to black is here, with the exception of that which is denominated Egyptian. Yet it avails us nothing: we have no means of transporting it to market. What is here said, will, in many particulars, apply with equal force to many other towns." The article of hay, of which vast quantities would be sent to the New-York market, has not been included in the estimate.

In the county of Columbia we may estimate an average of nine towns as being immediately connected with the Rail-way. One of these towns affords a greater amount of transportation than any other town from which returns have been received, and the whole are averaged as equal to the three towns in Dutchess, whose returns have been mentioned. Deducting one-half the amount of this estimate, for

proximity to navigation and other considerations, there will remain 15,250 tons, at the annual cost of 54,252 dollars. The population of this county is 39,954. Valuation of real and personal estate, 9,776,941 dollars.

Passing over the towns which will be intersected by the Rail-way in Rensselaer county, and the city of Troy, we will consider the whole county, as well as that of Albany, as forming the northern terminus of the route, the estimate for which will claim our attention hereafter.

The data on which we proceed in estimating the amount of business which will be afforded to the Rail-road, is necessarily imperfect. Some of the estimates may be overrated, others certainly fall short of the truth, and in those instances where a careful re-examination has been made, the amount has been much increased, and there is good reason for believing that the estimates on which our results are predicated, are more precise and authentic than are usually obtained in similar cases. We shall be justified, therefore, in completing our approximate estimation of the business of the country contiguous to the route of the Rail-way, and shall then give to the travel and transportation, which will pass through the entire length of this route, a separate consideration.

We accordingly present the following summary:

Reduced estimate of nine towns in Columbia county,	15,250	at the cost of \$54,252
Estimate of Berkshire,	41,963	tons, at 212,314
Reduced estimate of Dutchess co.,	13,556	— 48,224
Litchfield county, estimated at fifth of Berkshire,	31,473	— 159,236
Putnam county, partial estimate,	7,000	— 28,000
Fairfield county,	7,000	— 28,000
Westchester county, estimated equal to Putnam and Fairfield,	14,000	— 56,000
	230,240	\$596,026

We have thus a total of 130,240 tons now transported annually at the expense of 586,026 dollars. Supposing this to be a proper estimate of the business of this section of country, the inquiry arises, how much transportation would this business secure to the Rail-way, and at what prices?

In answering these important questions it may be proper to suggest, that much of this business now pays an additional freight on the Hudson, a portion of which will be saved to the Rail-way by passing direct to New York; that although the Rail-way prices must be lower for the same distance than is now paid for transportation on common roads, still the increased mileage in passing to that city will go to preserve the balance. The effect of the Rail-way will also be to greatly multiply the amount of products transported, so as to preserve, if not increase the gross amount now paid for transportation. Besides this, the general increase of business which may be expected to occur before the period can arrive at which the Rail-way will be opened, especially with the stimulus of the Rail-way in prospect, may be supposed, of itself, sufficient to make good the above amount to the Rail-way. Some facts relating to the increase of business in Berkshire will show this in a strong light. About the year 1826 an examination was made into the amount of transportation then afforded by that county, in reference to an extension of the Sharon canal through the rich valley of the Housatonic. It was found that its transportation was then performed at the annual expense of about 100,000 dollars, and the committee who instituted the inquiries ventured to predict, that with the aid of the contemplated canal, the transportation now exceeds 200,000 dollars; and intelligent persons in that county who are conversant with its industry and statistics, avow their belief that with the facilities which a Rail-way on that route might afford, the present amount would be quadrupled in another equal period.

We shall therefore be fully justified in assuming an amount of transportation in the first years of the Rail-way operations, equal to the summary above recited. Last, however, we should appear too sanguine, and to remove all possible objections, we will deduct 40 per cent. from the foregoing estimate of transportation, which reduces the amount to 351,616 dollars.

We come next to the estimate of the passengers which would be afforded to the Rail-way from the same district of country, and in making this inquiry we are obliged to proceed on data less precise than that which has governed our estimate of heavy transportation. We are, notwithstanding, less in danger of overrating the subject, for all past experience has shown that the travel in this country, par-

ticularly on routes connected with its commercial metropolis, increases annually in a ratio far beyond that of its business or population, and in no case is this increase so high as when connected with the establishment of Steamboats and Rail-roads.

In twelve towns in Berkshire, the passengers to and from the Hudson are estimated as now paying an amount of 10,720 dollars annually. But the estimate is made on the present residents in these towns, not including transient visitors, and with the increase which will accrue in five years, together with the vast multiplication of travel which the Rail-way will occasion, and the increase of mileage in the transit of a great portion of these passengers to the extreme points of the route, it will be fair to estimate the amount of business from these twelve towns, on the opening of the Rail-way, at 30,000 dollars annually, and the travel of the whole county at 60,000 dollars. Nor will this estimate appear exaggerated when we consider that the most productive business of a Rail-way is found to consist in the conveyance of passengers.

We will however estimate the travel of Berkshire county as producing annually to the railway the sum of	\$40,000
Litchfield county,	30,000
Columbia, (including winter travel)	20,000
Dutchess, (including winter travel)	20,000
Putnam,	12,000
Fairfield,	12,000
Westchester,	15,000
	\$152,000

We now devote our attention to that part of the travel to and from the intermediate points on the Rail-way, which is furnished from the cities and counties which are situated at its northern and southern terminations. This important part of the estimate must begin with the city of New York, which will possess in this Rail-road, if we except the Hudson river, its most interesting and frequented channel of intercourse with the country. Thousands of its citizens will be induced to seek, through this accommodation, a respite from the cares of business, in the rural scenery and free air of the country which will court their enjoyment. Thousands also of the strangers who visit the metropolis will be attracted by these inducements, and the exhibitions of manufacturing and mechanical skill which this enterprising country affords, to visit places and objects in the vicinity of the Rail-way. To form a just view of the amount of this intercourse, we need but remember that the resident population of the city in 1830 exceeded 207,000 persons, that it is now equal to at least 225,000, and that its real and personal estate is valued at 139,280,114 dollars. Brooklyn, which is but an extension of the city, had in 1830 a population exceeding 15,000, which is rapidly increasing, and its valuation is nearly seven millions of dollars.

At the northern termination of the route we have the flourishing cities of Albany and Troy, inhabited to a large extent by the descendants of New England, who are maintaining a constant intercourse, both mercantile and social, with the land of their fathers, and if we look beyond these limits to the north and to the west, we find the same relations existing, and a corresponding frequency of intercourse which must needs contribute largely to the resources of the Rail-way. The valuation of Albany county is \$12,739,690. Its population in 1830, 53,537. Valuation of real and personal estate in Rensselaer county including Troy, 9,615,392 dollars, population 49,472.

It is highly probable that this description of travel to and from the intermediate portions of the route will equal that which is furnished by the intermediate country itself, amounting, as we have seen, to 152,000 dollars, and making a total of 304,000 dollars, a sum it will be perceived, which is still below the estimate transportation of the same country. In compliance, however, with our former rule of caution, we will reduce this amount to 200,000 dollars.

We have thus an aggregate of 200,000 dollars, for the entire intermediate travel of the Rail-way, and which includes not only all which is properly afforded by the counties which are intersected, but also all the intermediate or way travel which emanates from the county of Rensselaer, and the cities of Albany and Troy on the north, and the city of New York on the south. Nor can we think this item to be overrated, for on comparing it with the known amount of travel on stage routes through less important districts, it would evidently justify a larger estimate.

We come now to consider the probable income of the Rail-way, from the business passing from the extreme points through the entire length of the Rail-way, and will first attempt an estimate of that which

will pass in the winter months, say an average of three months in each year.

Although the amount of travel between New York and Albany by the post road, at this season of the year, is comparatively small, yet all must be convinced that, under the operation of the Rail-way, the business and travel would not only be greatly increased but more equally diffused through the different seasons. During the season of navigation not fewer than eight steamboats pass daily on the Hudson through the entire route. One boat is said to have carried 25000 passengers annually on an average of past years, and some boats have much exceeded this number. If we allow a season of 35 weeks, and six passages per week, it will give 112 passengers per day for each boat, or an average of near 900 per day, and we may safely allow 75 per day, in each direction, as the average of the long travel in the winter months, when intercourse shall be established by a Railway. This number at five dollars each, which would be a moderate winter price, will amount to 58,500 dollars. This average may seem too small, and doubtless is so, but it must be remembered that we have previously estimated all the travel to intermediate points on the route. The amount of property to be carried through by the Rail-way cannot be so satisfactorily ascertained, but as the Rail-way will form the sole channel of communication between New York and the interior at that season, and will greatly facilitate commercial exchanges, we will assume the amount of the winter transportation to be equal to the foregoing item, or 58,500 dollars. To this may be added for light articles transported at other seasons of the year 12,500 dollars.

There remains but one other source of income to be estimated, which is that arising from the long travel in summer, or which passes through the entire length of the Rail-way during the season of navigation, and which, as has been promised, is not mainly relied upon in calculating its profit or utility. It would be a mistake, however, to infer that no income will be derived from this source. The nature of the case as well as past experience shows that an increase of the means and facilities of conveyance always increases travel, and that many travelers will be drawn to the Rail-road from motives of interest or curiosity, and still greater numbers from considerations of convenience or a desire of change, so that a considerable portion of what is called pleasure travel, as well of the men of business, will be induced to pass in one direction by the steam boats, and in the other by the Rail-way.

If the number of passengers which now pass daily in the steamboats, between the extreme points of the route be reckoned at 800 on an average of six days to the week, they may, at the expiration of six years from the present period, be safely estimated at 1200 per day. Perhaps one-third of the number would be induced to take the Rail-road, but we will allow 150 per day, in each direction, as the average of the long travel by the Rail-way at the period of its completion, which in a season of 38 weeks, reckoned at 6 days in a week, gives 68,400 passengers, which at \$2.50 each, will be 171,000 dollars. These amounts require no reduction.

We present the following recapitulation:

Estimated transportation of the country connected with the railway, less 40 per cent.	\$351,616
Reduced estimate for way travel pertaining to the route, and also from the cities and other parts of the country.	200,000
Winter passengers through the entire route, 1200 per day.	68,400
Winter freights.	68,500
Other light freights.	12,500
To which may be added the estimate for passengers through the entire route during the season of navigation.	171,000
Total estimate of annual income.	\$852,116

It may be seen that the valuation of real and personal estate in the cities and counties, at the termination of the Rail-way, or intersected by it, amounts to about 200 millions of dollars, without including the adjacent counties of Connecticut and Massachusetts. The whole valuation of the state of New York is about 365 millions; so that more than one-half of the interest of the state is directly connected with the interests of the Rail-way. If it should be said that the intermediate river towns ought not to be included, we answer that they are necessarily dependent upon its operation in winter, and that it is connected in some degree with the interests of every other portion of the state, and particularly with its interior districts.

The above calculations are founded on the present supposed amount of business. They include nothing for the transportation of wood, coal, hay, animals of all sort, or daily supplies for the New York market, nor for the transportation of the mails.

But it may now be asked, is the route proposed for this Rail-road sufficiently practicable? What will be the cost of the work, and what its annual expenses when completed? Have Rail-roads a decided superiority over other means of intercourse? And is not the construction of a long line of Rail-road through an agricultural or manufacturing country, a hazardous enterprise? These are important questions, and deserve a satisfactory answer.

A considerable part of the route proposed for this Rail-road has been thoroughly examined and surveyed; for the location of the Sharon canal, and is known to be for the most part highly favorable in its character. During the past autumn, a committee was appointed to collect topographical information, in relation to the entire route, at the head of which was Benjamin Wright, Esq. a distinguished Civil Engineer, who, at a former period, had directed the canal surveys, and whose talents and experience, aided by an intimate acquaintance with that section of country, entitled his opinions to the fullest confidence. The report of this committee will be found annexed, and may be deemed a sufficient answer to the first inquiry, till the engineers of the company shall have decided on the specific location of the Rail-way.

The cost of the Rail-way must depend essentially upon the character of the route through which it is to pass; the nature of the obstacles to be overcome, the style or manner in which it may be constructed, and the practical intelligence of those to whose guidance its plans and operations may be committed. The Chesapeake and Delaware canal has cost an average of 161,600 dollars per mile. The Pennsylvania state canals about 28,000 dollars per mile; and some portions of the latter have cost 100,000 dollars per mile. The New York state canals are admitted to have cost upwards of 22,000 dollars per mile. So of Rail-ways. The Liverpool and Manchester Rail-way of 32 miles, has cost upwards of 800,000 pounds sterling. But if we deduct 50,000 pounds for Parliament and law expenses, 100,000 pounds for a tunnel of 1.3 miles under the town of Liverpool, a large amount for deep and extensive rock cutting—expensive viaducts of solid masonry—long and heavy embankments over deep morasses—and heavy disbursements for the sequestration of valuable lands, we shall reduce the cost of an amount by no means alarming. But with all this accumulated expense, and a limit of 10 per cent. profit which is imposed by its charter, the stock of this Rail-way continues steadily at an advance of more than 100 per cent., and the business of the road is rapidly increasing.

The first six miles of the Baltimore and Ohio Rail-road, graded in an expensive manner, on a difficult route, has cost an average of about 60,000 dollars a mile, while the greater part of the road to the Blue Ridge, and the portion which is to extend over the Alleghenies, is admitted to cost but little more than \$20,000 a mile, completed with a double track. The various Rail-roads in Pennsylvania are stated to have cost from \$2,000 to 25,000 per mile. The Rail-road from Albany to Schenectady, owing to various causes, will exceed it; it is said an average of \$30,000 per mile; while that from Schenectady to Saratoga, formed with a single set of tracks, will hardly cost 9000 dollars per mile. The Rail-road from Charleston, S. C. to Augusta, Ga. a distance of 135 miles, which is now in a state of forwardness, it is said will cost 6,500 dollars a mile.

The Saratoga and Schenectady Rail-way will afford the best data from which to estimate the cost of the New York and Albany road. Three-fourths of the route of the latter may, in the present state of our information, be deemed of easy construction; the remaining fourth as moderately difficult. The entire distance being supposed equal to 160 miles, we have 100 miles at 9000 dollars per mile, for a single track; and which, to cover contingencies, may be put at 10,000 dollars, amounting to 1,200,000 dollars. We have remaining 40 miles, at the supposed average of 15,000 dollars per mile, amounting to 600,000 dollars, making in the whole, 1,800,000.

Those persons who are familiar with the history and progress of Rail-roads in this country, will generally unite in the opinion, that in most cases it is not expedient to establish a double line of tracks until the use of a single track has been sufficiently productive to justify the additional expenditure. In the present case, however, the great importance of the road, and the known resources on which it can rely for support, will justify the adoption in the first instance of a grading and masonry adapted to a double set of tracks. This will probably increase the outlay at the rate of about 1,800 dollars per mile or 288,000 dollars, which swells the cost to 2,088,000 dollars. To this may be added 212,000 dollars for

locomotive engines, carriages, sheds, and the usual paraphernalia of a great carrying establishment, making a total amount of 2,300,000 dollars. The laying of a second set of tracks would probably require the balance of 3,000,000 dollars; and to provide for such an enlargement of the work or for any other emergency, this sum may be fixed as the amount of the capital. This sum is predicated on a scale of strict economy in the expenditure, and as a railway, considered in reference to the future growth of the country, is a progressive work, a larger capital may ultimately be employed. The annual interest on three millions, at 6 per cent. is \$180,000.

The annual expenses of maintaining the establishment, cannot be ascertained with certainty; but the experience which has been derived from the rail-roads in this country and in Europe, affords a criterion by which these expenses may be estimated. We have seen that the estimated receipts for freight are stated at 422,616 dollars, on which it is usual to allow half for the expenses attending its transportation, which leaves 211,308 dollars as the net product of this branch of the rail-way business. The estimate for passengers is 429,500 dollars, on which it is usual to allow 1.5 to 1.3 for expenses; but to cover all charges for overights in our estimates, or for other unknown contingencies, and to make good any deficiency or excess of expenses which may possibly occur in the other branch of the estimates, we will appropriate half of the receipts for passengers to meet the expenses, which leaves for a net product a moiety of the whole estimate, or 426,058 dollars. From this sum we will make a further deduction of 66,058 dollars for annual repairs, if the same be not covered by our previous liberal allowances, which leaves us a supposed annual surplus or profit of 360,000 dollars, being equal to a dividend of twelve per cent. on a capital of three millions.

In estimating the value of Rail-roads it should be borne in mind, that a Rail-way which produces a net income or dividend of 6 per cent. in the first years of its operations, will be considered as good property, for the gradual increase of business which must ensue, will increase the annual profits in a geometric ratio. In the mean time the carriers are exempt from that universal and often ruinous competition which stages, steamboats, and merchant vessels, are usually compelled to sustain. The Rail-way is also perfectly adapted to any further improvements in the means of locomotion which may chance to be introduced, whilst its almost imperishable character is in striking contrast with the perishable nature of those vehicles which constitute the usual means of conveyance.

Still, doubts are often expressed of the real superiority of Rail-roads over canals and other means of conveyance, and from sources that would seem entitled to respectful consideration. Without advancing more on this head, it is sufficient to say, that of two admitted advantages, among all others which have been named as pertaining to Rail-roads, either is deemed sufficient to give a decided preponderance in their favor. The first of these advantages is celerity and despatch. Time is money, or rather is an element which necessarily enters into the estimate of the cost or advantage of every transit which is made of persons or property. The second, is increased facilities in adverse or inclement seasons of the year, when other means of conveyance are embarrassed or interrupted.

We will add on this subject, the testimony of one of the most cautious and experienced engineers in Great Britain, whose opportunities of forming correct opinions on this subject have not been surpassed by those of any other individual.

The question that Rail-ways are fitted for the conveyance of general merchandise has been decided in the most conclusive and practical manner. Being applicable at greater rates of speed than by any other mode, not only for the conveyance of passengers, but also for general merchandise, has affixed a value to Rail-roads, possessed by no other means of conveyance. Uniting the several qualities of being alike adapted for the transit of light and heavy goods, and the conveyance of passengers, will unquestionably lead to the substitution of Rail-ways for other modes, not possessing such properties, in all cases where the extent of traffic is such as to justify the outlay of capital necessary for their construction.

There remains but one point to be examined in concluding our enquiries. Is not the construction of a long line of Rail-road, through an agricultural or manufacturing country, a hazardous enterprise?

It is often said that those Rail-roads only can be profitable which are of moderate extent, and which unite great cities or thoroughfares, and the case of the Liverpool and Manchester Rail-road is often referred

to as a case in point. This idea or objection is by no means new. It was urged with great confidence against the construction of the Erie canal, and ruin was confidently predicted to the finances of the state, should the legislature embark its interests in that mad adventure. The example of this canal may be referred to with more safety than that of the Liverpool Railway, and it proves that the true principles on which the success of these works depend, have been mistaken by the objectors, and that other things being equal, the success or profit of a line of canal or Railway depends very much upon its extension, and that the value increases with the length in a geometric ratio. This matter is generally understood by our civil engineers, and it is admitted that in penetrating a secluded country, although the distant portions of the work may, if separately considered, fail to remunerate for their construction, yet the increased mileage of the remote trade on the more frequented portions of the work will more than compensate for the deficiency of the isolated sections.

The importance of this view of the subject, and its bearing upon the interests of the proposed Rail-way which is to lead from the city of New York towards the interior of our country in another direction, induces a more specific examination of the question under review.

In order to give a correct illustration, we will suppose ten separate districts of country of equal dimensions, and furnishing an equal amount of tonnage or passengers, each district to be intersected through its geographical centre by a Rail-way leading to a market on one of its borders, at the point A, as marked on the annexed diagram:



We will, for the sake of numerical exactness, further suppose these districts to be each 10 miles square, and the equal products or travel of each to be drawn to the several Rail-ways at points which shall average the mileage of that which is the common centre of each district. It is obvious that the average distance which the product will be carried on each Rail-way, is five miles; and if the total amount of tonnage or passengers be 5,000 in each district, it will, at one dollar per ton or passenger for this distance, amount to \$5,000. If we now take the aggregate of the ten Rail-roads in the several districts, estimated by the same rule, the aggregate compensation or income for the 100 miles of Rail-road will amount to \$50,000. This is a fair exhibition of the operation of Rail-ways in single isolated districts, each leading to its separate local market.

We will now examine the effect of a continuous Rail-way through the same number of districts of like dimensions, and furnishing a like amount of tonnage or passengers, the entire length of Rail-way being the same as before, but leading to a common market at the termination of the tier of districts, as at A, in the following diagram:



It is here evident, that the tonnage or passengers of each district will pass the same average number of miles in the district as in the former case, but mark the difference which follows. The tonnage of the district nearest to the market at A will reach its destination in traveling an average of five miles from the common centre of the district; but the products of the second district, after traveling the same distance, must pass through the entire length of the first district, or an average distance of 15 miles, and the tonnage of the third district must pass in its turn 25 miles; and the same ratio of increase will apply to all the remaining districts, producing the following results:

From 1st dist. to market at A	Estimated m.	Cost transp. \$
1st do.	5	25,000
2d do.	15	75,000
3d do.	25	125,000
4th do.	35	175,000
5th do.	45	225,000
6th do.	55	275,000
7th do.	65	325,000
8th do.	75	375,000
9th do.	85	425,000
10th do.	95	475,000
Total		\$3,000,000

Thus it appears that the amount of income or compensation from the same amount of tonnage or passengers, from the same number of districts, on a continuous Rail-way of the same aggregate extent, but leading through the several districts in succession to a common market, will amount to \$3,000,000

dollars, being ten times the amount which the same business will afford on ten local Rail-ways of 10 miles each, while from the mere simple economy in the superintendence and management of the longer route, the aggregate expenses would be but little increased.

We find therefore, that extending lines of communication leading from great markets towards the interior are the most profitable, especially in a country of such wide extent as our own, and it is only the converse of the objection that holds true, viz: That short lines of Rail-way or canal cannot be made profitable in this country, unless in uniting important cities or great lines of communication.

It is these obvious considerations which have given such value to the Erie canal. Had this great work been restricted to one-fourth of its present length, in its extension from the Hudson, it would probably have remained an annual burden upon the finances of the state, instead of imparting, as it now does, happiness, wealth, enterprise and confidence throughout our widely extended and prosperous community.

The time will soon arrive when the subscriptions for the stock of the New York and Albany Rail-road will be open to the public. After the company shall have been organized, the surveys and other necessary arrangements for the final location and execution of the work will protrude the time at which the directors will commence calling in the instalments for one or two years longer, and we may then expect to see the work in active progress. By connecting with the Harlem Rail-road, provision is already made for extending the road into the heart of our great commercial city.

Report of the topographical committee, to the associates for establishing a Rail-way from New York to Albany and Troy.

The Committee appointed to obtain topographical information relating to the route of the proposed Rail-way, respectfully report:

That, being animated with a strong desire to witness the accomplishment of a useful and undertaking, the committee have devoted themselves to such preliminary inquiries as appeared to claim their notice in the present stage of this enterprise.

The country situated between the extreme points of the route is known to be hilly and undulating in its surface, besides being intersected by the mountainous ranges known by the general appellation of the Highlands, and the first inquiry appears to be, whether the country possessing this known character will afford a feasible or practicable route for a Rail-way, suited to the application of steam power upon the improved principles of locomotion. Convinced also as the committee are, of the impolicy of locating a great work of this sort on a line immediately adjacent to the Hudson river, where the novelty of the enterprise might seem to constitute its chief value, they were desirous of obtaining an inland route, which, without materially increasing the length of the line, should afford new outlets for the heavy and valuable products of the interior country, and give to our great commercial metropolis a constant supply of those necessities which are required by its growing population, and which are urgently demanded at inclement seasons of the year, when the ordinary communications are interrupted.

It was no cause of regret with the committee, therefore, that physical obstacles were found interposed to a route lying near the margin of the river, and they have been led to contemplate a route leading from the city of New York through the heart of Westchester county, at nearly equal distances from the waters of the Hudson on one hand, and of the East river and Long Island sound on the other, and extending from thence through the upper valley of the Croton river near the eastern border of the state, on a course nearly parallel to that border and to the natural formations of the country, till we reach a point from whence the line may converge to the Hudson on a slope which is favorable for the descent of heavy products to the navigable waters of that river.

In forming their views of the practicability of the route here described the committee derived essential aid from the examinations and surveys which have been made for the Sharon canal, the execution of which has been suspended, and it is deemed highly favorable to the object of their labors that these surveys were chiefly performed under the immediate direction of one of the undersigned. By this means the committee have the best possible information of the route for the distance of near 100 miles, included in the limits of the forementioned surveys.

It affords us great pleasure to be able to state that so much of the proposed route as is comprised in the above limits may be considered as highly favorable for the construction of a Rail-way. From the city of New York, at a point nearly opposite to the town of Sharon the entire elevation to be overcome does not exceed 500 feet. Thirty miles of this distance may be graded to a perfect level, and on the remaining distance the whole inclination can be made to be favor the descending trade. This portion of the route abounds with every material necessary for the construction of the road, and affords favorable routes for branch Railways leading into the adjacent counties of Fairfield and Litchfield in the state of New Connecticut, from whence a large portion of the business of the Rail-way will necessarily be derived.

In regard to that portion of the route which extends from the line of surveys made for the Sharon canal, to the city of Albany, the committee do not possess information so determinate in its character as that of which they have thus far availed themselves. But from the results of the scientific examinations which have been made in the valley of the Housatonic under private patronage, and from thence by the Canaan summit, through the counties of New Columbia and Rensselaer, to the Hudson river, under the authority of the states of New York and Massachusetts, they are able to state that a suitable route of may be found for the Rail-way on the line of these surveys. A line branching from this route has also been surveyed, on favorable ground, terminating at the city of Hudson.

However favorable the location of the route, it is through Berkshire county might prove to the general business of the Rail-way, and to the prosperity of the commercial towns on the Hudson, or as regards an ultimate connection with similar improvements on leading from the capital of Massachusetts, the committee are impressed with the importance of being enabled to present to notice a route which may be conceived within the borders of our own State, on a line more immediately favorable to maintaining a direct intercourse between our commercial and political capitals, at those seasons when the navigation of the river is obstructed; and much of their attention has been devoted to this object. The country which is intermediate to the Sharon surveys, and those terminating at Hudson, was partially explored by one of their number during the past summer with a view to such a modification of the route, and a further examination of the passes through the higher portions of Columbia county has recently been made by two of the undersigned. The results of these examinations induce the committee to believe that such a new route has been found, and that on a portion of the route several variations of its course are practicable. It is supposed by the committee that a line of Rail-way can be located on the general route here presented which shall effect all the great objects, which it is designed to accomplish by such a work, without greatly increasing the distance beyond that which by the present post road between New York and Albany. A large portion of the route explored by them is not only favorable to its construction, but is of a highly interesting and picturesque character. The establishment of a Rail-way on this route, while it will develop the resources and increase the prosperity of an extensive district of country, will also delight the admirers of nature with varied and striking views of her magnificence, which are now but rarely enjoyed.

BENJAMIN WRIGHT, WILLIAM C. REDFIED, RICHARD P. MOWAN.

New York, December 15th, 1831.

An Act to incorporate the New York and Albany Railroad Company, passed April 17th, 1832.

The People of the State of New York represented in Senate and Assembly, do enact as follows: 1. Nicholas Fish, Elihu Tibbatts, Samuel B. May, Benjamin Wright, William C. Redfield, James B. Murray, William M. Price, David D. Field, Alexander E. H. Mack, Henry Hone, Samuel G. Wheeler, Campbell P. White, Jesse Oakley, Isaiah Townsend, John T. Norton, John P. Cushman, William Aikin, Abraham B. Holdridge, James Vanderpool, Joel Boutwell, Alfred Aikin, Robert S. Sargent, Charles Henry Hall, John Towns, and Benjamin Knower, Associates of the New York and Albany Rail-road Company, with power to construct a single, double or triple Rail-road or Way, betwixt the cities of New York and Albany, commencing on the Island of New York, where the Fourth Avenue terminates, at the Harlem River, and passing through the counties of Westchester, Put-

nam, Dutchess, Columbia and Rensselaer, and ending at some point on the said River Hudson opposite or near the city of Albany, with power to continue and extend the same to the city of Troy, and with power also to construct a branch or branches to the eastern limits of each or any county or counties, within this State, into which the said Rail-road may enter, when such branch or branches shall be necessary to connect said main road with any Rail-road already or hereafter to be constructed in either of the states of Massachusetts or Connecticut, to transport, take and carry property and persons upon the same, by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them, for the term of fifty years from the passage of this Act, and the whole of the said road shall be under the control of the said corporation.

§ 2. If the corporation hereby created shall not, within three years from the passage of this Act, commence the construction of said Rail-road or way and spend at least the sum of two hundred thousand dollars thereon, and shall not, within ten years from the passage of this Act, construct, finish, and put in operation, the said single, double, or triple Rail-road or Way, then the right of the said corporation shall be null and void; and if a sufficient amount of the stock of the said company shall be subscribed within the county of Rensselaer, to construct and continue the Rail-road from the village of Greenbush, to the compact part of the city of Troy, then the said Company shall construct and continue the said Rail-road to the said city of Troy, within four years after said amount of stock shall be subscribed therefor.

§ 3. The capital stock of the said Company shall be three millions of dollars, which shall be divided into shares of one hundred dollars each, which shall be deemed personal property, and transferable in such manner as the said corporation shall, by By-Laws direct.

§ 4. Daniel Levey, Walker Todd, Enos Hopkins, Thomas Taber, 21, Cornelius Hanson, James B. Murray, Jesse Smith, William Jay, John Townsend, John T. Norton, Benjamin Knower, Townsend M'Con, Gideon Tucker, William Aikin, Abraham P. Holdredge, Rufus Reed, Albro Aikin, Elisha Tibbets, Samuel Swartwout, John Hone, Lynde Catlin, John Losier, Gideon Lee, John Snyder, Augustus Tremain, Walter C. Livingston, and Elias Pattison, shall be Commissioners; the duty of whom it shall be, within the period of six months, after the passing of this Act, at some suitable place in the cities of N. York, Albany and Troy, and in the town of Ardenia, in the county of Dutchess, to open Books to receive subscriptions to the capital stock of the said Corporation; and twenty days public notice shall be given by the said Commissioners, of the time and place of the opening of such books, in one of the public newspapers in each of the said cities, and in the county of Dutchess; and as soon as the same shall be subscribed, to give a like notice for a meeting of the Stockholders, at such time and place as the said Commissioners shall appoint, to choose seventeen Directors; and such election shall be then and there made, by such of the Stockholders as shall attend for that purpose, either in person, or by lawful proxy; each share of the capital stock entitling the Stockholder to one vote; and the said Commissioners shall be inspectors of the first election of Directors of the said Corporation, and shall certify, under their hands, the names of those duly elected, and deliver over the Subscription Books to the said Directors, and the time and place of holding the first meeting of the said Directors shall be fixed by the said Commissioners; and the said Directors shall have power to appoint an Engineer, and to cause such examinations and surveys for the said Rail-road to be made as may be necessary, to the selection by them of the most advantageous line or lines, for the location of the road; and the said Directors shall, after such examinations shall be made, select, and by Certificate, under their hands and seals, designate the line, course or way, which they may deem most advantageous for the said Rail-road; one of which certificates shall be filed in the office of the Register of the city of New York, and one in the office of the Clerk of each of the counties through which the said road shall pass; which line, course or way so selected and certified, shall be deemed the line, course or way on which the said corporation shall construct, erect, build or make, their single, double, or triple Rail-road or ways, as hereinafter mentioned, the expense of all which surveys and examinations, and all manner of incidental expenses, relating thereto, shall be paid for by the said corporation.

§ 5. If within three days after opening the subscription Books as aforesaid, a sum exceeding three million of dollars shall be subscribed, the Commissioners shall proceed to apportion the stock among the subscribers, and shall complete the apportionment within sixty days after the opening of said subscription; and if the full amount of capital be not subscribed within three days, as aforesaid, then it shall be the duty of the Commissioners to open the subscription Books from time to time, until the whole amount shall have been subscribed. The Commissioners shall receive no sub-

scriptions, unless five dollars on each share subscribed be paid at the time of subscription.

§ 6. The said Directors to be chosen at such meeting, or at such annual election, shall, as soon as may be, after every election, choose out of their own number, one President, and one other person to be Vice President; and in case of the death, resignation or absence of the President, the Vice President shall preside, until the next annual election thereafter, or until another President shall be chosen; and in case of the death or resignation of the President or Vice President, or of any Director, such vacancy or vacancies may be filled for the remainder of the year by the Board of Directors; and in case of the absence of the President and Vice President, the Board of Directors shall have power to appoint a President pro tempore, who shall have and exercise such powers and functions as the By-Laws of the said corporation may provide.

§ 7. In case it should at any time happen, that an election of Directors shall not be made, on any day when, pursuant to this Act, it ought to have been made, the said corporation shall not, for that cause, be deemed to be dissolved; but such election may be held at any other time within sixty days thereafter.

§ 8. The Directors shall have full power to make and prescribe such By-Laws, rules and regulations, as to them shall seem needful and proper, touching the management and disposition of the stock, property, estate and effects of the said corporation, the transfer of shares, and touching the duties and conduct of their officers, servants, and election of Directors, and all other matters whatsoever, which may appertain to the concerns of the said corporation; and also shall have power to appoint a Secretary, and as many clerks and servants as to them shall seem meet; and to establish and fix such salaries and allowances to them, and also to the President and Vice President, as to the said Board shall appear proper. The said corporation is hereby empowered to purchase, receive and hold such real estate as may be necessary and convenient in accomplishing the object for which this incorporation is granted, and may, by their Agents, Surveyors, and Engineers, enter upon such route, place or places to be designated as aforesaid, by the said Directors, as the line, course, road or way, wherein to construct the said Rail-road or ways; and it shall be lawful for the said Corporation, to enter upon, and take possession of, and use all such lands and real estate, as may be indispensable for the construction and maintenance of said single, double, or triple Rail-road or ways, and the accommodations requisite and appertaining to them; and may also receive, hold and take all such voluntary grants and donations of land and real estate, as shall be made to the said Corporation, to aid in the construction, maintenance and accommodation of said Rail-road or ways; but all lands or real estate, thus entered and taken possession of, and used by the said Corporation, and which are not donations, shall be purchased by the said Corporation, of the owner or owners of the same, and at a price to be mutually agreed upon between them, and in case of a disagreement of price, and before the making of any portion of the road upon said land, the Directors of the said corporation may present their petition to the Chancellor or Vice Chancellor of the circuit in which such lands are situated, setting forth the necessity of such lands, for making such Rail-road or ways, and of the attempt and failure to purchase the same, with the name and residence of the owner, and the reason why the purchase cannot be made. And the Chancellor or Vice Chancellor shall direct such notice to the owner or owners of such lands, as he shall deem proper and reasonable, of the time and place of hearing the parties, and upon proof of due service of such notice, said upon hearing the parties, the Chancellor or Vice Chancellor shall appoint three competent and disinterested freeholders, of the county in which the lands are situated, to be Commissioners to appraise said lands. The said Commissioners shall appraise said lands, and shall award to the owner or owners thereof what they shall deem to be the full value of the same; and shall be authorized to examine the lands, to administer oaths, and hear testimony; and shall make their appraisal in writing, without delay, under their hands, with a minute and accurate description of the lands appraised, with a map thereof, and shall report the same, with the testimony taken, to the Court of Chancery. The Chancellor or Vice Chancellor shall examine the report, and shall hear the parties, if desired, and may increase or diminish the amount awarded, if he shall be satisfied injustice has been done. Upon proof to the Chancellor or Vice Chancellor, within thirty days after his determination, of payment to the owner or of the depositing to the credit of the owner, in such bank as the said Chancellor or Vice Chancellor shall direct, of the amount of such appraisal, and the payment of all expenses attending it, the said Chancellor or Vice Chancellor shall make a decree or order particularly describing the lands, and reciting the appraisal, and the mode of making it, and all other facts necessary to a compliance with this act. And when the said decree or order shall be recorded in the office of the

Clerk of the county in which the land is situated whose duty it shall be to record the same, the said Corporation shall be possessed of all such lands for the purpose of the said road, and may enter upon, and take possession, and use the same. In case any married woman, infant, idiot, insane person or non-resident, who shall not appear after such notice, shall be interested in any lands, the said Chancellor shall appoint some competent and disinterested person to appear before the said Commissioners, and act for and in behalf of such married woman, infant, idiot, insane person or non-resident.

§ 9. The said Corporation is hereby authorized to construct, erect, or build, make and use, a single, double or triple Rail-road or ways, of suitable width and dimensions, to be determined by the said Corporation, on the line, course or way designated by the Directors as aforesaid, as the line, course or way whereon to construct, erect, build, and make the same, and shall have power to regulate the time and manner in which goods and passengers shall be transported, taken and carried on the same; and she it have power to erect and maintain toll houses, and other buildings, for the accommodation of their concerns, as they may deem suitable to their interests.

§ 10. Whenever it shall be necessary for the construction of their single, double or triple Rail-road or way, to intersect or cross any stream of water, or water courses, or any road or highway, betwixt the places prescribed by the first section of this act, it shall be lawful for the said Corporation to construct their way or ways, across or upon the same; but the Corporation shall restore the stream, or water courses, or road or highway thus intersected, to its former state, or in a sufficient manner not to impair its usefulness.

§ 11. It shall be lawful for the owners of the land over which said Rail-road shall be constructed to cross the said Rail-road with his or her servants, cattle, teams and carriages for the purpose of using and managing their respective farms, over which the said Rail-road shall pass, doing no unnecessary damage to said Rail-road.

§ 12. It shall be lawful for the Company hereby incorporated, from time to time, to fix, regulate and receive the tolls and charges, by them to be received for transportation of property or persons, on the single, double or triple Rail-road or ways aforesaid, hereby authorized to be constructed, erected, built, made and used.

§ 13. If any person shall wilfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of the said Corporation, or any engine, machine or structure, or any matter, or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending, shall be deemed guilty of a misdemeanor, and shall forfeit and pay to the said Corporation double the amount of damages sustained by means of such offence or injury, to be recovered in the name of the said Corporation, with costs of suit, by action of debt.

§ 14. It shall be lawful for the Directors to require payment of the sums to be subscribed to the capital stock, at such times and in such proportions, and on such conditions, as they shall deem fit, under the penalty of the forfeiture of all previous payments thereon, and shall give notice of the payments thus required, and of the place and time when the same are to be paid, at least thirty days previous to the payment of the same, in a public newspaper published in the cities of New York, Hudson, Albany and Troy, and in the villages of Poughkeepsie and Newburg; also in one of the public newspapers in the county of Westchester.

§ 15. The said Corporation shall possess the general powers, and be subject to the general restrictions and liabilities prescribed by such parts of the eighteenth chapter of the first part of the Revised Statutes, as are not repealed.

§ 16. The directors of said company shall make an annual report, in detail of their proceedings and expenditures, verified by the affidavit of at least two of them, which report shall be filed in the office of the Secretary of State; and in like manner shall, at the expiration of each year for the term of fifteen years after the completion of said road, file in said office a detailed statement of tolls received on such Rail-road, and of all monies expended by said company for repairs or otherwise, for the purpose of said Rail-road.

§ 17. If the Legislature of this state shall at the expiration of ten and within fifteen years from the completion of said Rail-road, make provision by law, for the payment to the said corporation, of the amount expended by them in the construction of said Rail-road together with all monies expended by them for permanent fixtures for the use of said Rail-road, with interest on such sums, at the rate of fourteen per centum per annum, together with all monies expended by said company for repairs or otherwise, for the purposes of said road, after deducting the amount of tolls received on said road, then the said Rail-road, with all fixtures and appurtenances, shall vest in, and become the property of the people of this state.

§ 18. For the purpose of continuing the branches of said Rail-road into the states of Connecticut and Massachusetts, the corporation shall have and possess with the consent of the Legislatures of those states the same powers, privileges, and authority, as have by this act been given for the construction and management of the main Rail-road.

§ 19. The Legislature may at any time alter, amend, modify or repeal this act.

State of New-York, Secretary's Office.

I certify that I have compared the preceding with the original act on file in this office, and that the same is a correct transcript therefrom, and of the whole of said original.

ARON D. CAMPBELL, Dep. Secretary.
Albany, April 20, 1832.

NEW-YORK AMERICAN.

APRIL 28, 30, MAY 1, 2, 3, 4—1832.

The following is the dedication of the English edition of Bryant's Poems:

To Samuel Rogers, Esq.

"My Dear Sir,—During an intimacy of some years standing, I have uniformly remarked a liberal interest, on your part, in the rising character and fortunes of my country, and a kind disposition to promote the success of American talent, whether engaged in literature or the arts. I am induced, therefore, as a tribute of gratitude, as well as a general testimonial of respect and friendship, to lay before you the present volume, in which, for the first time, are collected together the fugitive productions of one of our living poets, whose writings are deservedly popular throughout the United States.

"Many of these poems have appeared at various times, in periodical publications, and some of them, I am aware, have met your eye, and received the stamp of your approbation. They could scarcely fail to do so, characterized, as they are, by a purity of moral, an elevation and refinement of thought, and a terseness and elegance of diction, congenial to the best of your own genius, and to your cultivated taste. They appear to me to belong to the best School of English Poetry, and to be entitled to rank among the highest of their class.

"The British public has already expressed its delight at the graphic descriptions of American scenery and wild woodland characters, contained in the works of our national novelist, Cooper. The same keen eye and fresh feeling for nature, the same indigenous style of thinking, and local peculiarity of imagery, which gave such a novelty and interest to the pages of that gifted writer, will be found to characterize this volume, condensed into a narrow compass, and sublimated into poetry.

"The descriptive writings of Mr. Bryant are essentially American. They transport us into the depths of the solemn primeval forest, to the shores of the lonely lake, the banks of the wild nameless stream, or the brow of the rocky upland, rising like a promontory from the midst of a wide ocean of foliage; while they shed around us the glories of a climate force in its extremes, but splendid in all its vicissitudes. His close observation of the phenomena of nature, and the graphic felicity of his details, prevent his descriptions from ever becoming general and common place, while he has the gift of shedding over them a positive grace, that blends them all into harmony, and of clothing them with moral associations that make them speak to the heart. Neither, I am convinced, will it be the least of his merits in your eyes, that his writings are imbued with the independent spirit, and the buoyant aspirations incident to a youthful, a free, and a rising country.

"It is not my intention, however, to enter into any critical comments on these poems, but merely to introduce them, through your sanction, to the British public. They must then depend for success on their own merits, though I cannot help flattering myself that they will be received as pure gems, which, though produced in a foreign clime, are worthy of being carefully preserved in the common treasury of the language.

"I am, my dear Sir, ever, most faithfully yours,

WASHINGTON IRVING.

"London, March, 1832."

There is no little gratification in having the opinion we expressed some time since of this collection of Poems, after being totally dissented from by an authority of some weight, thus fully concurred in by one far higher. The work, as we predicted it would be, is very favorably received abroad; the Rev. Encyclopedique warmly commends it, and several London literary journals speak of it in the highest terms. Too much praise cannot be accorded to the distinguished editor of the London edition, a copy of which is now before us, for so handsomely making his fellow countryman known to the British public; at the same time we regret that he has thought proper out of consideration for British pride, to emasculate one of the finest pieces in the volume to suit the fastidiousness of John Bull. "The Song of Marion's Men" is much injured by the alterations that have been made in it. Nor do we think that this noble lyric had the national epithets, to which it owes much of its character, been retained in the text. John Bull, like other honest, proud, surly, whole-souled fellows, is more often conciliated by a hearty buffet than a low bow.

LITERARY NOTICES.

THE ELEMENTS OF MECHANICS, BY JAMES RENWICK.

L. L. D., Professor of Natural Philosophy and Chemistry in Columbia College; 1 vol. 8 vo. pp. 500.—Philadelphia, Cary and Lea.—This work—printed very well—comprises "a portion of the materials collected for the courses" which its author delivers in Columbia College—and as a popular elementary work, furnishes "facts, principles, and methods of investigation" to be found in no other single work. Upon its reception by the public it will depend, says the author, whether in a future publication he will proceed to make "the applications of the elementary principles of the present work to the construction of machines." We cannot doubt that such favor will be shown to this volume, as to induce the Professor to add others to it.

DOUGHTY'S CABINET OF NATURAL HISTORY—No. 2, vol. II, Philadelphia.—The plates in this number are well executed; they are, one of the *Cougar*, or *American Panther*, or *Painter*, as he is usually called—and one of the *Canvass back*, and *Red Head Ducks*. The natural history and habits of each are given, with well selected anecdotes as to their haunts, and the modes of destroying them.

WILLIAMS' NEW-YORK ANNUAL REGISTER FOR 1832. N. Y. Wm. Stodart.—This is the third year of Mr. Williams' most useful and indefatigable labors; and he has each year improved upon the last. In the present volume there is hardly any inquiry of interest concerning the city and state of New-York; its population, public institutions judicial and legislative; its resources, its finances, its roads and canals; its professions, schools, roads; its steam and canal boats, stages, post-offices; its officers, civil and military; its newspapers; its libraries: in short, all that belongs to the state, civilly or politically, physically or morally, seems to be embodied, and accurately embodied too, so far as our own knowledge enables us to judge, in this compilation of Mr. Williams. We accordingly strongly recommend it to general patronage, without which, a work requiring so much personal labor, and so great expenditures of time and money, cannot, it may be readily conceived, be permanent.

In the series of papers which Mr. J. Fenimore Cooper has recently published in the Paris journals, concerning the comparative cost of the American and French governments, we observe that his material facts are all derived from the previous volumes of this Register.

ENCYCLOPEDIA AMERICANA, VOL. IX.; second notice.—So far as we now recollect, this is the most valuable work at present in course of publication in this country; certainly, considering its utility, the most important. Prepared upon the basis of the seventh edition of the German Conversations Lexicon, it embraces all the information of that celebrated compendium of knowledge; while a copious collection of original articles, contributed by the first ability in the country, are superadded by the American editors. Among these there are several in the present volume from which we would like to quote; but, limited as we are in space, we must confine ourselves to the single article *Navv*, which displays so much ability, and is withal so interesting, that we do not hesitate to give it the preference over others. It embraces a history of naval warfare from the classical tradition of Jason's privateering enterprise in the Euxine, down to the living record of Perry's victory on Lake Erie. The battle of Salamis; the destruction of the Carthaginian navy by the fleet of Duilius, and the terrible encounter between the fleets of Constantinople and the barques of the Northern Pirates, who descended the Borysthenes into the Black Sea; when, by the destroying "Greek-fire" of the first, and the desperate fighting of the last, as they grappled their frail shallops with the ships, from whence the consuming missile was thrown, twenty

and even thirty thousand men perished in a single engagement; the bloody battle of Lepanto, where Cervantes lost his liberty, and the actions of Trafalgar and the Nile,—are all described as if by an eye witness; while each change in the mode of naval warfare during the intervening periods, is treated with the tact of a seaman, discarding con amore upon his noble profession. The main incidents of these celebrated conflicts are so much a matter of history, that we shall not stop to copy these fresh accounts of them, but pass on to another portion of the article where our attention is first arrested by a graphic description of the present mode of *Engagement at Sea*.

When two adverse ships come in sight of each other upon the ocean, accident decides, usually, which is to windward. To be to windward, or to the side from which the wind comes, is always esteemed an advantage. If the weather ship be of inferior force, it enables her to keep out of action much longer, and, though a poorer sailer, she might do so till the intervention of night increases the chances of escape. If, however, the weather ship be of superior force, she is enabled to bear at once down, and direct her head against the enemy, and, having the advantage in sailing she must soon be along side of her. We will, however, suppose a case where two equal ships meet, and are mutually anxious to engage. Then, also, the weather gage is an advantage, for the ship to leeward, careening to the breeze, exposes her side below wind and water, and if struck there, and afterwards forced to tack and change her career, or if merely brought upright, the shot-holes thus made are thrown out of the reach of repairs from without, and may cause her sinking. The ship to windward, on the contrary has her lee-side exposed to the attack, and the ordinary water-line depressed below the surface, in proportion to the strength of the breeze. In this situation, if she receives dangerous shot-holes at the water's edge, by changing her tack, she may bring them above the surface, so as to stop the leaks. Being to windward, moreover, confers the advantage of heaving up at pleasure to cross an enemy's bow, or stern, for the purpose of raking fire.

Assuming the advantage of the weather gage, let us prepare for action. Topsails, top-gallant-sails, jib and spanker, with the courses hoisted up, ready to be set again, are good sails to fight under, for with them the ship is under perfect command to advance, to manoeuvre, or lie to. If there is any appearance of squally weather, it is well to have a reef in the topsails, in anticipation. The crew are called to quarters by beat of drum, every man going to the station which has been rendered familiar to him by frequent training, under the eye of his officers. The commander, standing in a conspicuous station on the quarter deck, watches his own ship and the enemy, and conveys the orders that the occasion may require by voice, or through the medium of his aids. Under him the first Lieutenant commands the offensive and defensive operations, and effects the various evolutions which he may direct, in relation to the position of the ship. The clues are stopped, to keep the sails spread in the event of the sheets being shot away, and the yards are hung in chains to obviate a like inconvenience from the cutting of the ties. The carpenter rigs the pumps to prepare for a leak, collects his shot-plugs to stop holes in the side, and fishes of wood to strengthen a mast, or yard, that may be wounded and in danger of falling. The surgeon prepares, in the cockpit, to receive the wounded. Tubs of water are collected in the tops, channels, and on deck, to be ready to extinguish fire: the decks are wet, to prevent the explosion of powder, and put out sparks that may fall there, and also sanded to prevent the men from slipping when splashed with blood or water. Finally, plenty of wads and shot, round, grape and canister, are collected in the guns, and the magazine is opened and lit by the gunner and his crew, who prepare to pass the cartridges to the powder boys.

And now, having given three cheers, you bear down upon the enemy. It is a great object, in battling from ship to ship, to rake your enemy, if possible, that is, to get across his bow, or stern, out of reach of his guns, whilst yours sweep the whole length of his deck, with fatal execution. If it is desirable to rake your enemy, it is equally so to avoid being raked in return. The double advantage can only be attained by superior sailing, or by great skill in manoeuvring. In directing your fire, it is best to aim between wind and water, and also in direction of the masts, for in this way the enemy may

be sooner disabled, and a victory gained with the least destruction of life. If, on the contrary, your own spare be so disabled that the enemy, having the worst in other respects, might yet effect his escape, from your inability to make sail in pursuit; or even in the more desperate case of your being every way worsted, you may yet profit by your situation to bear down and board, as the last alternative. In the case of this last chance, a hopeless cause may sometimes be restored; for, in boarding, headlong valor, often more than numbers, decides the struggle. When the enemy signifies that he yields, by hauling down his colors, a prize-master and crew are detailed; the prisoners are removed and chained, and as much exertion is made in repairing damages as was before exercised in effecting them.

So much for the theory of a sea-fight. Let us follow the animated writer into an actual engagement.

Of all the naval battles in ancient or modern times, none has ever been more obstinately contested than that which took place, during our revolution, between the *Bon Homme Richard*, as she was called (after Doctor Franklin's Poor Richard), and the British Frigate *Serapis*. The first was commanded by commodore Paul Jones, the last by commodore Pearson, a very distinguished officer. The *Richard* carried 56 guns, and 380 men; the *Serapis* 59 guns, and 320 men. The former was old and decayed, with a motley battery, throwing only 283 pounds at the single broadside, and 20 of her best men and the second Lieutenant, were absent during the whole action. The *Serapis*, on the contrary, was a new ship, of approved construction, considered the fastest sailer in the British navy; and, besides her superiority in the number of guns, they were of heavy calibre, throwing 340 pounds at a single broadside. Jones, having borne down to cut off the Baltic fleet from the harbor of Scarborough, the *Serapis* and her consort stood out to divert the attention of the American ships, and give the convoy time to escape. In this way the battle began. One of Jones's consorts engaged the consort of the *Serapis*; the other took no part in the action until towards the close, when it fired with equal injury upon both. No guns were fired from either ship until they approached within pistol shot, when Pearson cried out, "What ship is that?" This was at eight in the evening. The sky was beautifully clear, and the sea smooth;—the moon, just then rising, lit the combatants, whilst it enabled crowds of people, collected on Flamborough Head, to watch the progress of the battle. When commodore Pearson had waited in vain for an answer to his challenge, the *Serapis* opened a terrible fire upon the *Richard*. It was at once returned; but three of *Richard*'s heaviest guns burst in the discharge, not only becoming lost for the rest of the fight, but destroying more men than the whole broadside of the *Serapis*, and scattering death and confusion on every side. The battle had not continued long, ere Jones found that he was suffering so much from the *Serapis* being able, by her superior sailing, to choose raking positions, that he would soon have to yield if the contest continued so unequal; he therefore ordered his ship to be laid on board the *Serapis*. This manœuvre did not succeed, for the *Richard* could not bring a single gun to bear. Jones therefore backed his sails, and sheered off, when Pearson, thinking the American was about to yield, because his fire had ceased, asked him if he struck; to which Jones answered, that he had not yet begun to fight. He was not long, however, in making a commencement; for having sailed by the *Serapis*, he once more put his helm up, and ran across her bow. Her jib-boom came over the *Richard*'s poop, and Jones himself assisted the master in making the jib-stay, which had been shot away, and hung down upon his deck, fast to his mizzen mast. At the same time, the anchor of the *Serapis* hooked one of the *Richard*'s ports, so that when presently Pearson anchored, to let his enemy sweep clear of him with the tide, both ships swung beside each other, the stern of the *Richard* to the bow of the *Serapis*, and their starboard sides so close together that the guns met, muzzle to muzzle; the rammers entered into opposite ports, and were dragged from those who used them, who presently began assaulting each other. It is a singular proof of the coolness of Jones that, while engaged with the master in making the vessel fast, he should have thought to check him for his profanity, saying, "Mr. Stacy, this is no time for swearing; in the next moment you may be in eternity. Let us do our duty." Thus grappled the ships kept up a long and desperate struggle for victory. In battering, the superior metal of the *Serapis* gave her a decided

advantage; her shot went through and through the rotten sides of the *Richard*, cutting the men to pieces, and destroying them with splinters. The rudder was destroyed; the quarter beat in; and while the water entered on every side, one of the pumps was shot away. There was already four feet of water in the hold, and it gaining. Upon this, the Carpenter, instead of concealing the ship's situation from all but the Captain, cried out that she was sinking. The panic spread. The master-at-arms, moved by the supplications of a hundred English prisoners confined below, released them from irons; and the gunner ran terrified on deck, and bawling for quarters. Among the prisoners thus left at large, one of them, a ship-master, crawled through the ports to the *Serapis*, and told Captain Pearson to hold out, for he had begun to meditate a surrender. Nevertheless, Jones quickly recovered from his despondent position. He punished the cowardice of the gunner by throwing his pistols at him, one of which fractured his skull, and precipitated him down the hatchway. At the same time he repulsed an attempt to board from the *Serapis*, and removed the danger of so many prisoners at large below by employing them at the pumps, and telling them to work or sink.

Whilst the battle had taken this unfavorable turn below, the face of affairs was reversed above, by the exertions of a few men stationed in the tops of the *Richard*. According to Jones's orders, they had just directed their fire into the enemy's tops, until not a man remained alive, except one in the fore-top, who kept loading his musket, and dodging; now and then, from behind the mast, to fire. This bold fellow was at length struck by a ball from the *Richard*'s main-top, and sent headlong upon deck. And now the exertions of the sharpshooters were all turned to clearing the decks of the *Serapis*. Some of the bravest even passed, by the yards, into the tops of the *Serapis*, whence they threw stinkpots, flasks and grenades down her hatches, stifling her men and firing the ship in various directions. At this time, both ships having taken fire, the cannonade was suspended, to extinguish it. Jones soon renewed it, however, from some guns which remained in order in the fore-castle, and which he directed himself. At this time a grenade thrown from the *Serapis*'s top, having bounded into the lower deck, and fired some loose powder, this communicated to the cartridges which had been brought from the magazine faster than they were used, and laid carelessly upon deck; and a general explosion took place, by which every man in the neighborhood was blown to pieces, or dreadfully burned. No way remained for commodore Pearson to save the remnant of his crew, but to yield; but even this it was not easy to signify, for none of his crew would take down the flag, which had been nailed, before the action, to its staff; and he was compelled to perform the perilous and humiliating task with his own hand. Thus ended the battle of the *Bon Homme Richard* and *Serapis*. The victory was dearly bought, for the carnage on both sides was terrible. The *Bon Homme Richard* lost three hundred men, in killed and wounded; and nearly all of the last died, from the indifferent care which they received, and the dreadful gale which followed the battle. The loss of the *Serapis* was nearly as great. Of the men who were blown up, some lingered until the flesh dropped from their bones, dying in excruciating agony. The *Poor Richard*, assailed by fire and water, was abandoned to her fate, and went down, carrying with her many of her wounded crew.

The reader has probably ere this detected the hand of a sailor in these extracts, and indeed, we have no hesitation, in saying that the article must be written by a seaman, for we are convinced from internal evidence, that it is from the same pen which produced an able paper upon nautical affairs in the *North American*, which attracted much notice a year or two since, and which we at the time identified as the production of an accomplished American officer, now well known as the author of "A Year in Spain." With such contributors, this publication will be a credit to the country.

"ADVENTURES ON THE COLUMBIA RIVER; including the Narrative of a Residence of six years on the western side of the Rocky Mountains, among various tribes of Indians hitherto unknown; together with a journey across the American continent."—The Messrs. Harpers have done well in republishing this volume, and the public are more be-

holden to them for it than for a hundred novels. In the strides that civilization is taking across our continent, each picture of savage life which represents the red forester in his real lineaments is becoming more and more valuable. They further the exertions of the philanthropist in improving the condition of the Indians, by pointing out where his humane efforts will be most available; they arrest for the historian the fleeting and frail record of a fading race, and they treasure up hoards of material for the poets who shall hereafter snatch its memory from oblivion when the last remnants have disappeared. The views of savage life with which we are most familiar, are rarely just or authentic. They, for the most part, are either colored with the romantic fancy of a Chateaubriand or a Campbell; or else, as in the case of Tanner, are limited to a few forlorn and poverty-stricken tribes, representations of which are offered as fair specimens of the whole race. Mr. Cox's book we think is better calculated to set matters right than any we now recollect to have met with. The amount of his observations upon Indian character and manners may be given in a few words. In general appearance and in certain characteristics, the American savage, is the same from Chilli to Athabasca, and from Nootka to Labrador. There is an indelible coldness about him, that checks familiarity: he is a stranger to our hopes and fears, our joys or our sorrows. His eyes are seldom moistened by a tear, or his features relaxed by a smile; and (we adopt the beautiful language of our author) whether he basks beneath a vertical sun on the burning plains of the Amazon, or freezes in eternal winter on the ice-bound shores of the Arctic Ocean, the same piercing black eyes, and stern immobility of countenance, equally set at naught the skill of the physiognomist. But in moral character and personal habits, the various tribes, even when living adjacent to each other, differ almost as much as do civilized communities. Most of the tribes at the mouth of the Columbia, for instance, are a treacherous, misshapen, thievish set, who smear themselves with fish oil, and live in filthy hovels; while as an exception, there are bands which, like the Chinooks, are well formed, frank in their manners, cleanly in their persons, and every way trustworthy. These ingenious people, have houses of wood eighty feet in length by forty broad, divided by partitions eighteen feet high; they construct canoes fifty feet in length, which will carry thirty persons; and besides the usual offensive arms of the Indian, wear armor of elk skin with leather helmets, so prepared as to be arrow proof, and frequently even turn a ball. Again, in advancing into the interior, some miserable, squint looking, skulking tribes, who live by trapping, are to be found in the immediate vicinity of a thriving race of men, whose habits and appearance are totally the reverse. The last are generally those who hunt the buffalo on horseback, and with frames invigorated by the chase, and spirits nerved by the constant encounter of peril, are equally fearless in character and noble in their carriage. And both on the coast and in the interior some tribes are entirely absolved from the restraints of chastity, while others punish incontinency with death; many clans again are addicted to stealing and lying, while those who are held in such abhorrence by others, that those who commit them are driven out from their communities. Cruelty to their enemies and fortitude under the infliction of pain, seem to be the only qualities which are common to all. Of this we have a horrible example in the following extract:—

Having been informed that the Flatheads were about putting one of their prisoners to death, I went to their camp to witness the spectacle. The man was tied to a tree; after which they heated an old barrel of a gun until it became red-hot, with which they burned him on the legs, thighs, neck, cheeks, and belly. They then commenced cutting the flesh from about the nails, which they pulled out, and

next separated the fingers from the hand joint by joint. During the performance of these cruelties the wretched captive never winced, and instead of suing for mercy, he added fresh stimulants to their barbarous ingenuity by the most irritating reproaches, part of which our interpreter translated as follows:—"My heart is strong.—You do not hurt me.—You can't hurt me.—You are fools.—You do not know how to torture.—Try it again.—I don't feel any pain yet.—We torture your relations a great deal better, because we make them cry out loud, like little children.—You are not brave: you have small hearts, and you are always afraid to fight." Then addressing one in particular, he said, "It was by my arrow you lost your eye; upon which the Flat-head darted at him, and with a knife in a moment scooped out one of his eyes; at the same time cutting the bridge of his nose nearly in two. This did not stop him; with the remaining eye he looked sternly at another, and said, "I killed your brother, and I scalped your old fool of a father." The warrior to whom this was addressed instantly sprung at him, and separated the scalp from his head. He was then about plunging a knife in his heart, until he was told by the chief to desist. The raw skull, bloody socket, and mutilated nose now presented a horrible appearance; but by no means changed his tone of defiance. "It was I," said he to the chief, "that made your wife a prisoner last fall;—we put out her eyes;—we tore out her tongue;—we treated her like a dog." Forty of—

The chieftain became incensed the moment his wife's name was mentioned: he seized his gun, and, before the last sentence was ended, a ball from it passed through the brave fellow's heart, and terminated his frightful sufferings.

The religious belief of the western tribes generally is confined to a few vague notions of the Divinity, mixed up among some of them with gloomy superstitions about an evil demon and spirits of hate ever on the alert to invade their quiet, and blast their happiness in the world. All, however, believe in a state of future rewards and punishments, though they differ widely as to what acts merit the one or the other. We give Mr. Cox's account of the religious tenets, if so they may be called, of a tribe among whom he dwelt for some time:

The Flat-heads believe in the existence of a good and evil spirit, and consequently in a future state of rewards and punishments. They hold, that after death the good Indian goes to a country in which there will be perpetual summer; that he will meet his wife and children; that the rivers will abound with fish and the plains with the much-loved buffalo; and that he will spend his time in hunting and fishing, free from the terrors of war, or the apprehensions of cold or famine. The bad man, they believe, will go to a place covered with eternal snow; that he will always be shivering with cold, and will see fires at a distance which he cannot enjoy; water, which he cannot procure to quench his thirst, and buffalo and deer which he cannot kill to appease his hunger. An impenetrable wood, full of wolves, panthers, and serpents, separates these "shrinking slaves of winter" from their more fortunate brethren in the "meadows of ease." Their punishment is not, however, eternal, and according to the different shapes of their crime they are sooner or later emancipated, and permitted to join their friends in the Elysian fields.

Their code of morality, although short, is comprehensive. They say that honesty, bravery, love of truth, attention to parents, obedience to their chiefs, and affection for their wives and children, are the principal virtues which entitle them to the place of happiness, while the opposite vices condemn them to that of misery.

Some of our author's adventures among these wild regions, the accounts of several of which we have copied at different times from the English papers, will seem rather extravagant to many of his readers, and indeed one can hardly help thinking that he ornaments occasionally: at the same time we have the utmost confidence in the most of his details, having been personally acquainted with several of the gentlemen who are mentioned in the course of his narrative as actors upon the scene, and heard the identical anecdotes he relates from their lips. One or two of these we recognize as particular acquaintances, from having, after throwing them into a readable shape, published them in this paper about

eighteen months since. It is therefore, that in extracting the following highly characteristic sketch, we do not for a moment doubt its entire authenticity.

One day, as we were sitting down, to dinner, one of our men, followed by a native, rushed into the dining-room, and requested we would instantly repair to the village to prevent bloodshed, as Mr. McDonald was about to fight a duel with one of the chiefs. We ran to the scene of action, and found our friend surrounded by a number of Indians, all of whom kept at a respectful distance. He had his fowling-piece, which he changed from one hand to the other, and appeared violently chafed. The chief stood about twenty yards from him, and the following colloquy took place between them, which, for the information of my unlearned readers, I shall translate.

M'D.—"Come on, now, you rascal! you told me you dog! Will you fight?"

Indian.—"I will;—but you're a foolish man. A chief should not be passionate. I always thought the white chiefs were wise men."

M'D.—"I want none of your jaw: I say you cheated me. You're a dog! Will you fight?"

Indian.—"You are not wise. You get angry like a woman; but I will fight. Let us go to the woods. Are you ready?"

M'D.—"Why, you d—d rascal, what do you mean? I'll fight you here. Take your distance like a brave man, face to face, and we'll draw lots for the first shot, or fire together, which ever you please."

Indian.—"You are a greater fool than I thought you were. Who ever heard of a wise warrior standing before his enemy's gun to be shot at like a dog? No one but a fool of a white man would do so."

M'D.—"What do you mean? What way do you want to fight?"

Indian.—"The way that all red warriors fight. Let us take our guns, and retire to yonder wood; place your yourself behind one tree, and I will take my stand behind another, and then we shall see who will shoot the other first?"

M'D.—"You are afraid, and you're a coward."

Indian.—"I am not afraid; and you're a fool."

M'D.—"Come then, d—d my eyes if I care. Here's at you your own way." And he was about proceeding to the wood, when we interfered, and the combatants disarmed, and after much entreaty induced our brave Gael to return to the fort.

The quarrel originated in a gambling transaction, in which M'Donald imagined he had been cheated, and under that impression struck the chief, and called him a rascal. The latter told him he took advantage of his size and strength, and that he would not meet him on equal terms with his gun. This imputation roused all his ire. He instantly darted into the field with his fowling-piece, followed by the chief, when by our arrival we prevented an encounter which in all probability would have proved fatal to our friend.

The gigantic figure, long red flowing locks, foaming mouth, and violent gesticulation of M'Donald, presented a striking and characteristic contrast to the calm and immutable features of the chieftain. His inflexible countenance was, for a moment, disturbed by something like a smile, when he told his opponent that no one but a fool would stand before a gun to be shot at like a dog. In fact, M'Donald's proposition appeared to him so much at variance with his notions of wisdom, that he could not comprehend how any man in his senses could make such an offer. On explaining to him afterwards the civilized mode of deciding gentlemanly quarrels, he manifested the utmost incredulity, and declared that he could not conceive how people so wise in other respects, should be guilty of such foolishness. But when we assured him in the most positive manner that we were stating facts, he shook his head, and said, "I see plainly there are fools every where."

This scene is worthy of a dramatist, and gives a better insight into Indian character, than all the "Braves" that the author of "The Prairie" and "Wept of the Wish-ton-Wish" ever painted. But we must here take leave of Mr. Cox's book, with the single remark, that it is one of the most satisfactory sketches as regards the subjects it pretends to describe, that we have yet met with. We recommend it particularly to those who wish to attain a theoretical knowledge of the country adjacent to the Oregon River, and west of the Rocky Mountains.

FOREIGN INTELLIGENCE.

The CHARLES CARROLL, from Havre, brings us Paris papers to the 22d ult. inclusive. Their news matter was anticipated by the *Hibernia*, and in other respects they are quite barren for the American reader.

The affair of Grenoble led to an angry personal debate in the Deputies, in which M. Odillon Barrot and M. Casimir Perrier were pitted against each other.

The whole of the affair at Grenoble, (the native town by the way of M. Casimir Perrier,) proves that the French are much behind the English yet—to say nothing of ourselves—in the toleration of abuses incident to all free governments. The whole offence was given by a sort of masquerade during the carnival, in which the king was buried together with his ministers. The Prefect interfered authoritatively, scattered the masquerade, and forbade the accustomed ball that was to take place in the evening. In vain the Mayor remonstrated, and undertook to preserve order, if the prohibition of the ball should be removed. The Prefect was inexorable. His residence on the border of the river was surrounded by an assemblage, with hootings and hissings; which assemblage, it is expressly stated in the *Grenoble* papers and by the deputies from Grenoble, was charged with bayonets by two detachments of troops coming from opposite quarters, without any previous "reading of the riot act," as it would be called in England, and without any means of escape, except into the houses and shops on the Quay: the result was, that many men, women, and children were bayoneted and trampled under foot. The whole town became exasperated by this act of despotism. The National Guard summoned to preserve order, refused to appear, and the result was, that the 35th regiment was obliged to evacuate the place. Order had been entirely restored; but even those who blame the agents of the Ministry for an unnecessary employment of the military force, speak of the burlesque upon the King as criminal. A half hour's walk in St. James street and Pall Mall, London, where they would see King and Ministers caricatured under their noses, in every ludicrous way,—or a peep at our own Wall street, where rats and terriers represent, lithographically, high personages, would best satisfy M. Perrier, that such ebullitions of popular or party feeling can only be mischievous when they are seriously re-

sented.

We annex a letter from our intelligent friend at Havre, and some late commercial advices.

HAVRE, MARCH 21st, 1832.

"The funds are on the rise; the three per cents were yesterday at 69 75. All was quiet at Grenoble. The adventure at Ancona has been something like the affair of Navarino; which was considered, at the time, an 'untoward event.' It was an ill advised anomaly in Mr. Perrier's peace system, and probably would have complicated most seriously the general affairs of Europe, but from the common desire to maintain peace. John Bull's remonstrances have been, I presume, not made, or received in an unfriendly spirit. The other cabinets, feeling that the maintenance of the Perrier ministry here is very necessary to the preservation of peace, will be disposed to let him out of the scrape, with as little loss of honor as possible. It will in all probability be arranged that the Austrians and French shall retire simultaneously."

I see Mr. Rivas name mentioned as one likely to succeed Mr. Van Buren; it would be an excellent appointment, and I hope it will take place. His industry, his conciliating manners, his good judgment in seizing the proper moment to press his subject, eminently qualify him to succeed in difficult negotiations. If you know him, you esteem and value him as I do; he is all American, and no slave of party.

Mr. Van Buren will embark here, I understand, about the 20th May."

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Letters from Exeter.—By the Canada, Liverpool packet of 1st April, we have our London papers to, and including, 31st March.

The appearance of Cholera in Paris, is perhaps the most material fact derived from these papers. It is thus announced in an article of the London Times.

Paris, Wednesday, March 28, 4 o'clock.—There is now no doubt of the Cholera being in this city. Ten persons have been already removed to the Hotel Dieu, where preparations are made for the reception of many more. Seven persons died of it yesterday; among whom was the cook of Marshal Lobau. The autopsy of five bodies took place in the presence of the Public Works, M. d'Argout, by whom no doubt is entertained of the existence of the malady.

The Government, in order to prevent the extension of the alarm necessarily consequent on the report, endeavored this morning to contradict it, but contradiction was useless. The Medical Board has been assembled, in order to make all proper regulations.

Some of the members of the Chamber having expressed an intention of alluding in the discussion of this day to its existence in this city, it is said that they have been requested not to give it undue publicity.

In London its increase was constant, but not rapid. On the 30th the new cases were 64—the total number 1729—the deaths 915. The Catholic Apostolic Vicar has addressed, through the Central Board of Health, a caution to his congregation to abstain from wakes, as tending "wickedly" to expose the living to infection. The Privy Council had also passed an order prohibiting the clearing of any vessel bound to the North American Colonies or to the United States, carrying more than 50 persons including the equipment, unless a duly qualified surgeon and a sufficient supply of medicine were put on board.

The Reform bill had been postponed for a few days, for reasons stated in the debate as copied into our columns. An article we take from the Times implies that some of the Bishops, who at one time had, it is suggested, made up their minds to go for Reform, were hesitating again. It seems impossible that a new creation of Peers should not be made.

It would be well indeed for the Bench of Bishops to take warning by what they see and hear, and as Lord Grey solemnly adjured them, to "set their house in order" against the day of trial. Yet we do not believe that the Reverend Lords will act upon the counsel of the Prime Minister, or upon our far humbler and less authoritative admonitions. Bishops generally have regarded the temporal church as the creature of a sort of uncalculating prescription, as a thing which it was sacrilege to touch, and about which it was presumptuous for the laity, and utterly needless for the clergy themselves, to reason. For men in such a state of mind, therefore, it is natural to be wrapped up in too confident security until the last moment. So little do the shrewd sense and penetration of Dr. Bloomfield seem to extend themselves to the understandings of his brethren, that within the last fortnight, Bishops who had promised to support the second reading, even some of the most timid amongst them, and perhaps by virtue of that timidity, have recently declared that they must oppose the Bill through all its successive stages. Is this to be deplored? Undoubtedly, for the sake of the Reverend Bench itself; but for no other reason. For the public cause we rejoice to see the mask thrown off before the fight commences, that so our own commanders may have no difficulty in ascertaining, and no pretence for undervaluing, the full amount of hostile force.—[Times, March 29.]

The Belgian affair is still only in a sort of quasi-ratification. Austria had some file ratified, though the act of ratification was not yet exchanged; Prussia would do so, it was anticipated, on the day named, 31st March; but Count Orloff, who had reached London from the Hague, without obtaining the assent of King William to the treaty, would, it is intimated by the Courier, ask an extension of time for Russia till he could receive an answer to his latest despatch. The Times considers the "obstinacy" of the King of Holland as founded solely on the

expectation of the downfall of Lord Grey's ministry by the rejection of the Reform Bill, and adduces that as an additional motive for the prompt carrying of the bill.

The French force in Italy had been increased by a second detachment, so that there were three thousand of their troops at Ancona. The Austrians were also adding to their numbers in the Legations—yet, though accident may certainly derange the calculations of Cabinets, we still believe that by mutual consent, both these Powers will withdraw their soldiers simultaneously, and that collision will be avoided.

We see nothing about Don Pedro or Don Miguel in the papers.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.
But little business was transacted in either House on Tuesday the 24th.

In the Senate, Wednesday, the General Appropriation Bill was read a third time and passed. The bill apportioning Representatives was taken up, and Mr. Webster moved to strike out all the provisions of the bill after the enacting clause, and insert the amendment, in blank, reported from the Select Committee on the subject. Messrs. Dallas and Hill spoke against the motion, and Messrs. Webster, Dickerson and Clayton in favor of it. The question being taken, the motion prevailed by a vote of 22 to 22—the Vice President voting in the affirmative. Mr. Clayton moved to fill the blank with 250, as the number of the House, which was rejected by a vote of 19 to 22. Mr. Webster moved to fill the blank with 251—which was agreed to by a vote of 27 to 14. The other blanks were then filled accordingly, and the amendments reported and concurred in. The question was then taken on ordering the bill, as amended, to a third reading, and decided in the affirmative by a vote of 23 to 20. Mr. Poindexter introduced a joint resolution authorizing the President to contract with H. Greenough for the execution of a pedestal statue of Washington to be placed in the Rotunda.

HOUSE OF REPRESENTATIVES.

Case of Gen. Houston.—Mr. Doddridge understanding from the statement made at the adjournment on Tuesday, that all the testimony had been put into the case, moved that further proceedings be postponed till Friday, and the evidence printed. Mr. Stanberry said the testimony was not all in the case. He was prepared to contradict all the material circumstances in the account of Mr. Buckner, whom, although a Senator, he was not bound to treat with respect, after finding him lying in wait with an assassin for the purpose of attacking him in the street. After some remarks by Messrs. Wayne and Ashley, Jonathan Elliot, Jr. was sworn, who testified to certain facts relative to the rencontre. Jonathan Elliot was next sworn, who stated the distance between Mr. Grundy's lodgings and his own gate, &c. Mr. Blair, of Tennessee, was then sworn in behalf of the accused, who testified relative to the circumstances under which Houston and Stanberry met. Mr. Stanberry then called General Duff Green, and propounded an interrogatory to him relative to the contemplated fraud between Houston and the Secretary of War. This question was objected to by Mr. Wickliffe. Mr. Stanberry replied to the objections. He pledged himself to prove all he had asserted relative to this fraud. He said he was fully aware of the danger of making such statements, and of the threats which had been expressed by the Executive against all who inquired into these abuses; but he was willing to bare his bosom to assassination. It was then inquired by Mr. Bates, of Maine, whether he intended to assert that the President had expressed any such threats. Mr. Stanberry said he did, and was prepared to prove all he had asserted. A discussion arose as to the propriety of admitting the testimony of Gen. Green relating to the contemplated fraud, which was determined in the negative, yeas 49; noes 124.

Mr. Ewing was then called on by Mr. Stanberry to prove some discrepancies between the statements of Mr. Buckner on the stand, and those made by him in conversation the day after the affray took place, which resulted in a substantial confirmation of the testimony of Mr. Buckner. Mr. Buckner was then called again, who replied to questions requiring a detailed account of some particulars of the rencontre, which he had before stated in more general terms. After Mr. Buckner left the stand, in an-

swer to an inquiry whether there would be more witnesses called, Mr. Stanberry said the last witness had stated what was positively untrue, and he should call on the Hon. T. H. Benton to discredit him as a man of truth and veracity. The proceedings were then postponed till to-morrow, and a few minutes past 5 o'clock, the House adjourned.

Thursday, April 26.
In the Senate, Mr. Smith gave notice that he should, to-morrow, call up a bill authorizing a subscription on the part of the United States to the stock of the Baltimore and Ohio Railroad Company. Mr. Frelinghuysen submitted a resolution for the purchase of Rembrandt Peale's portrait of Washington, for the Senate Chamber. The apportionment bill was read a third time and passed—yeas 20, noes 18. On motion of Mr. Marey, the Senate proceeded to the consideration of executive business, in which they were engaged till the adjournment.

In the House of Representatives, on motion of Mr. Root, the Committee of the Whole on the state of the Union, was discharged from the further consideration of the resolutions in relation to the proposed amendment to the constitution, touching the election of the President and Vice President of the United States, and the same were referred to a Select Committee of seven.

CASE OF GEN. HOUSTON.—Mr. Ashley, of Missouri, offered the following preamble and resolution:

"William Stanberry, a member of this House from the State of Ohio, having, on yesterday, when not giving evidence, declared to this House that the most of the testimony given by the Hon. Alexander Buckner, Senator from Missouri, who had given testimony in the case of the trial against Samuel Houston, was destitute of truth, and infamous; which declaration of said Stanberry is indecorous and disrespectful to the House, the witness, and the Senate of which he is a member: Therefore

"Resolved, That the Speaker of this House call upon the said Stanberry, in his place, to retract the said indignity, and disavow, which he has offered, by an apology to this House; and that he be reprimanded by the Speaker."

Mr. Ashley said, in offering this resolution, he was not actuated by any unkind feeling towards the gentleman from Ohio, nor any prejudice against this unfortunate trial. He offered it as an act of duty to the character of a Senator from the State he represented, who had been insulted in the face of the House—due not only to the character of that gentleman, but to that of the State, which that gentleman represented in the other branch of the Legislature.

Here Mr. Ashley was interrupted by Mr. Taylor, who called for the question whether the House would now consider the resolution.

After some discussion on the point of order, arising from Mr. Ashley's having possession of the floor, the question of consideration was taken and carried—yeas 147, noes 11.

Mr. Stanberry then rose and stated that no member was more sensible of the indecorum of the remarks than himself. They had been uttered under strong excitement. He had thought the honorable gentleman, who is a member of the Senate from Missouri, had seized upon the opportunity of testifying before the House, to wound his feelings by his representation of some of the circumstances of the meeting between himself and Mr. Houston. He had been previously informed that gentleman had seized every occasion of bringing his conduct into a disgraceful point of view. He denied the truth of the circumstances as stated by him—but admitted that the words he had used while he was a witness before the House, and under their protection, could not be justified: he therefore apologized to the House—to the Senate—and even to the gentleman's respect, in whom the remarks had been made. When Mr. Stanberry had finished his remarks, Mr. Straight rose and hoped the resolution would be withdrawn. Mr. Ashley withdrew the resolution. The Speaker then directed Gen. Houston to be placed at the bar—he soon afterwards appeared, attended by Mr. Key and his Counsel. Mr. C. Johnson inquired whether Mr. Benton was to be called as a witness to discredit Mr. Buckner, as had been stated by the gentleman from Ohio, the evening before? Mr. Stanberry said, he had abandoned that intention. Mr. Johnson said, after the use of the name of Mr. Benton, that had been made by the gentleman from Ohio, it was due to the character of Mr. Benton and to that of his colleague in the Senate, that he either be called on to testify, or be permitted to explain himself in some other way.—Mr. J. requested the following paper be read:—

"Mr. Stanberry's reference to me as a witness, who would discredit Mr. Buckner, was made with-

out my knowledge, and was not warranted by any sentiment ever entertained or expressed by me.

THOMAS H. BERTON.

Mr. Key then proceeded to his argument in defence of Gen. Houston, which he continued near three hours, when he gave way to a motion by Mr. Patton to postpone further proceedings in the case until Friday at 11 o'clock, which was agreed to, and the House adjourned.

Friday, April 27.

In the Senate, Mr. Silsbee asked and obtained leave of absence for his colleague, Mr. Webster, for one week from Monday next. A motion of Mr. Grundy, to go into the consideration of Executive business, was lost—ayes 18, noes 19. On the motion of Mr. Foot, the Pension Bill was taken up; the question being on the motion to include in the provisions of the bill, the officers and soldiers who fought in the Indian wars, during and growing out of the revolution. Mr. Robinson moved to recommend the bill to the Committee on Pensions, with instructions so to amend it as to provide also for the officers and soldiers above mentioned, and to give land in lieu of money, in quantities not less than a quarter section, nor more than two sections. A debate then ensued, which lasted the remainder of the day.

In the House of Representatives, Mr. Polk, after a few prefatory remarks, moved to suspend the rule, for the purpose of moving to refer the Apportionment Bill, as amended by the Senate, to a committee. The motion of Mr. Polk was agreed to, with the addition of an order for the printing of the bill as amended, together with the report of the Senate. Mr. Boon moved to suspend the rule, in order to offer a resolution fixing a definite period for the close of the present session of Congress; but the motion was negatived, ayes 111, noes 66, a proposition to suspend the rule requiring a vote of two-thirds. The Speaker laid before the House a letter from Francis S. Key, Esq., stating that he was unable, from indisposition, to attend to-day as counsel on the trial of Mr. Houston. On motion of Mr. Johnson, of Tennessee, further proceedings on the trial were postponed till to-morrow at eleven o'clock.

Mr. Whittlesby, of Ohio, stated that it would be useless to act upon any more private bills during the present session, as there were already more bills of that nature before the Senate than could receive their action. The unfinished bills on the calendar would stand in a better position next session, by remaining where they now are, than by passing them and sending them to the Senate.

General Appropriation Bill.—The House, on motion of Mr. McDuffie, went into committee upon the amendments of the Senate to the general Appropriation Bill. An animated debate arose upon the motion of Mr. McDuffie to concur in the amendment of the Senate striking out the outfit for a minister to France; which motion was supported by Messrs. McDuffie, Ingersoll and Burges, and opposed by Messrs. Wilde, Archer, Wayne, Adams, J. S. Barbour, Clayton, Drayton and Burd; and was lost, yeas 81, nays 93. The bill was eventually reported to the House, a portion of the amendments by the Senate having been concurred in, and the balance disagreed to.

The Speaker laid before the House a communication from the Secretary of the Treasury, accompanied with a bill containing a project on the subject of the Tariff, which was referred to the Committee of Manufactures, and ordered to be printed. The House then adjourned.

CONGRESS.—On Saturday the Senate did not sit. The House of Representatives, after postponing the Houston case till Monday, owing to the continued indisposition of Mr. Key, proceeded to the Appropriation Bill; when a long debate ensued upon the report of the Committee disagreeing to the amendment of the Senate, striking out the appropriation for an outfit to the Minister to France. Mr. Adams strongly insisted; that the course taken by the Senate was an encroachment upon the just powers of the Executive. The House, which was, as we learn at least balancing on the question of concurring with the Senate's amendment, was determined by Mr. Adams' very decided and earnest opposition, to non-concur; and, accordingly, the yeas and nays being required by Mr. Adams, the vote was again concurred in the Senate's amendment, 102; for it, 77.

The House adjourned after five o'clock without getting through with the bill.

Monday, April 30.

In the Senate, Mr. Smith from the Committee on Finance, to which was referred the resolution of March 30th, instructing that committee to inquire into the expediency of abolishing the offices of the 2d Auditor and the 2d Comptroller, made a report thereon, concluding with a motion for the discharge of the committee from the further consideration of the subject. At an early hour, the Senate proceeded to the consideration of Executive business, in which they were engaged till the adjournment.

HOUSE OF REPRESENTATIVES.

In consequence of the continued indisposition of Mr. Key, further proceedings in the case of Mr. Houston were postponed. The House resumed the consideration of the general appropriation bill, and the amendments thereto, which were severally disposed of.

Bank of the United States.

Mr. Clayton, from the Committee appointed to examine the proceedings of the Bank of the United States, made a detailed report, accompanied with a mass of documents which he moved, without reading, be referred to a committee of the whole on the state of the Union, and printed.

Mr. McDuffie rose and explained at length upon some of the facts which, he said, were stated in the report, in order to obviate the unfavorable effect they might produce if not understood. He was followed by Mr. Clayton in reply, and in vindication of the report, which, he said, was principally a statement of facts, and not of opinions or inferences. Mr. Adams remarked that he did not know whether there was a single sentence in the report in which he concurred,—believing as he did that the committee had transcended the power given them by the resolution under which they acted—that the report had been very recently drawn up, and that he should take an early occasion to present some views on the subject, in the form of a report of the minority of the committee. Mr. Cambreleng defended the course of the committee, and went into some detailed statements showing the propriety of the course the committee adopted. After Mr. McDuffie had made a further explanation, Mr. Wayne moved to postpone the subject to Monday next, to give the minority of the committee an opportunity of presenting their report—which was negatived. Mr. Wickliffe made some brief observations upon the statement of Mr. Cambreleng, relative to deferring the redemption of the three per cent. stock. After some remarks by Messrs. Thomas, of Maryland, and Johnson, of Kentucky, in defence of the report, and by Mr. Watmough respecting a report from the minority of the committee, the motion of Mr. Clayton was carried. The report itself not having been read, nor in any other way laid before the public, it would be difficult at this time to render either the criticism or the defence of it, which occupied nearly the whole day's sitting, intelligible to ourselves or to our readers. Mr. Clay moved a suspension of the rule for the purpose of moving that 10,000 additional copies of the report be printed. This motion was lost, yeas 86, nays 84—two thirds being required. The House then adjourned.

Tuesday, May 1.

In the Senate, Mr. Dickerson, from the committee on Manufactures, reported a bill regulating duties on imports and the mode of their payment, which was read and ordered to a second reading. Mr. King called up the bill and report from the committee on Manufactures respecting the disposition of the Public Lands, and he moved their reference to the committee on the Public Lands. After some discussion of this motion, it was laid on the table for the present. The General Appropriation Bill, returned from the House, was taken up, and the Senate receded from certain amendments. The Senate determined to insist on the amendment making appropriations for the removal of the bar from the east pass of the Pascagoula river, and for deepening the Pass au Heron. On the motion to recede from the amendment striking out the appropriation for the outfit of a Minister to France, a debate arose, in which Messrs. Smith, Forsyth, Tyler, and Mangum, supported the motion, and Messrs. Clayton, Tazewell, Chambers, and Miller, opposed it, and the motion prevailed by a vote of 23 to 21. The motion to insist on the amendment striking out the appropriation for the pedestrian statue of Washington, was agreed to. The amendment having been disposed of, the Senate adjourned.

In the House of Representatives, owing to the continued indisposition of Mr. Key, the trial of Gen.

Houston was postponed. The amendments proposed by the Senate to the bill providing for the vaccination of the Indians, as a preventive of the small pox, were concurred in. The House took up the Revolutionary Pension Bill. The amendment offered by Mr. Wickliffe, on a former day, to extend the provisions of the bill to those who fought in the Indian wars of the West up to 1795, was advocated by Messrs. Daniel, McKennon, Allan, Letcher, Barringer and Wickliffe, and opposed by Mr. J. Davis, and was lost, yeas 63, noes 106. Mr. Blair, of South Carolina, then moved an amendment, for the purpose of including in the provisions of the bill, the militia who fought the battles of King's Mountain and Guilford Court House, which was lost, 46 yeas, 111 nays. Mr. Bell then moved an amendment granting to Captains and officers of superior rank, who served two years or more in the Revolutionary army, two sections of land—to all commissioned officers below the rank of Captain, who served for the same period, one section of land, and to non-commissioned officers and privates, who served for the same period, half a section of land. To Captains and officers of superior rank, who served less than two years and more than nine months, one half the respective quantities of land above named; and to those who served less than nine months, one quarter of the above proportion. This amendment was lost, yeas 51, noes 123. Mr. Letcher then moved an amendment including those who were engaged in the defence of the Western frontiers from 1775 up to 1783 in the provisions of the bill, which was adopted. The amendment made in committee, striking out six months, and inserting three months, as the least period of service for which a person should be paid a pension, was concurred in, yeas 98, noes 74. Mr. Craig moved to strike out the section repealing the restriction of property which had been added in committee, and insert instead a limitation of property to \$1000—beyond the possession of which no applicant should receive a pension—which was lost, yeas 73, noes 102. Some other amendments made in committee were concurred in without a count. Mr. Lewis moved an amendment granting 7 years pension to the widows of those who, if alive, would be entitled to the benefit of the bill; which was lost, yeas 29, noes 133. Mr. L. Condict moved the addition of several sections to the bill providing for the widows of those who, if living, would have been entitled to the provisions of the act of 1828. This amendment was cut off by the previous question, which was moved by Mr. J. Davis, and sustained—Yeas 91, Nays 60. The main question was then taken on the engrossment of the bill, and carried. The House, at a few minutes past five o'clock, adjourned.

[COMMUNICATED.]

Sodus Canal.—As measures are in progress for the speedy commencement of this work, and as it has not yet met the degree of attention due to its importance, we purpose, in a short succession of articles, to offer some idea of its merits, and especially to invite the attention of capitalists to its probable immediate and prospective revenue. It will open a direct navigation of about twenty-four miles between the Erie canal at Montezuma and Goat Sodus Bay, and on Lake Ontario. It is not yet four years since it was ascertained that such a canal could be made—and that it would be a work of comparatively easy execution. Three years since, a liberal charter was granted by the Legislature of this State for its construction by a company, with a capital of two hundred thousand dollars. The waters of Montezuma are found to be the summit level of the proposed canal—the fall being 130 feet to the Bay—and creating at the latter place extraordinary water privileges for manufacturing operations—in addition to its value as a canal communication.

Books for subscriptions to the Sodus canal stock have been opened in Geneva, Ontario county, in pursuance of the act granting the charter. A part of the stock has been subscribed, and the remainder is now offered in this city, under the direction of Wm. N. Lammie, one of the Sodus Canal Commissioners, who will attend from 12 to 1 o'clock, at No. 18 Merchants' Exchange, for the purpose of receiving subscriptions until the books are closed.

Sunday School Anniversary.—The interesting exercises usual at the celebration of the Anniversary meeting of the Schools connected with the New York Protestant Episcopal Sunday School Society, were held at St. John's Chapel in this city, on Wednesday last, at 4 o'clock P. M. There were present, in all, as ascertained by careful inquiry two thousand and six hundred children; completely filling, with their teachers, the capacious chapel.

The prayers were read by the Rev. Mr. Anthon, and the Lessons (Prov. viii., and John ii.) by the Rev. Mr. Hawks. The Sermon was preached by the Rev. Mr. Richard. The Bishop and fourteen of the Clergy of this city and vicinity were present in the chancel.—[Churchman.]

THE BANK REPORT—at least that of the majority of the Committee—is contained in the Telegraph of yesterday. We present that part of it, concerning which there will be most curiosity among the *quidnuncs*, the statement of the nature, time, and amount of loans to the editors of the *Courier & Enquirer*. This is the only case specified in the Report of loans to printers or editors of newspapers, though including the sum of \$52,975 to Messrs. Webb and Noah, it is added that previous to the institution of the inquiry there were loans to five editors amounting to one hundred and ten thousand dollars. The manner of stating this fact strikes us as exceedingly disingenuous—for it is put nakedly forth without any explanation of the circumstances under which the loans were made, and the statement is so worded as necessarily to imply reproach.

The amount of loans, or payments of any sort, to members of Congress, or officers of the Government, and the circumstances under which they were made, was also asked for; and is stated, we presume, in one of the innumerable documents which accompany the Report, but are not yet printed.

The Report having stated that the attention of the Committee had been drawn to allegations that the Bank had subsidized the Press, and that, particularly, a New York Editor, who had been accused to a member of the Committee, had, through the President of the Bank, made a communication to them on the subject, the Report furnishes these facts:—

On the 26th of March, 1831, a Mr. Silas E. Burrows applied to the president of the bank, and informed him (to use the language of the president) that "he was desirous of befriending Mr. Noah, and assisting him in the purchase of a share in a newspaper; and he asked if the bank would discount the notes of these parties? adding that, although as a merchant he did not wish to appear as a borrower, or to put his name on paper not mercantile; yet he would, at any time, do so, whenever it might be necessary to secure the bank." I do not recollect (says the witness) whether he then mentioned the time which the notes would have to run. The committee being authorized to discount any paper the security of which they might approve, agreed to do them. As Mr. Burrows was going out of town, I (the president and witness) gave him the money out of my own funds, and the notes were afterwards put into my possession. They remained with me a long time, as I had no occasion to use the funds, nor was it till the close of the year that my attention was called to them by the circumstance that a new board of directors and a new committee of exchange would be appointed; the same committee which made the loan should consummate it; I had seen also in the public prints many reproaches against the bank for lending money to printers and editors, and I was unwilling that any loan made by the bank should seem to be a private loan from one of its officers. Having possession of the money, it would have been perfectly convenient to let the loan remain as it was, but I thought it right that every thing done by the bank should be distinctly known and avowed, and therefore, gave the notes to the chairman of the committee, Mr. Thomas P. Cope, who entered them on the books." This is the account given by the President himself of the transaction in its origin. The money, 15,000 dollars, was advanced on the 26th of March, the notes bear date on the 1st of April thereafter, and were ten in number, for 1,500 dollars each, with the interest added on as they respectively became due, which was on the 1st April and October of the years 1833, '34, '35, '36, and amounted, with the interest thus added, to \$17,975. At the time they were entered on the books of the bank, on the 2d of January last, the president received the money for them. These notes were placed on the books of the bank at this time, and it will be seen on the 2d of March they were withdrawn, as will appear hereafter. On the 9th of August last, after the foregoing transaction had taken place, J. W. Webb and M. M. Noah made an ap-

plication to the bank for a loan of \$20,000, accompanied by a letter from a gentleman formerly a director of the Bank of the United States, to the president of the bank, in the following words: "I cheerfully forward the enclosed as requested. I see no reason against this application being treated as a fair business transaction." This was accompanied with sundry letters of Webb and Noah, and the dispositions of persons in their service as to their solvency and ability to pay the loan requested, all of which will be found marked No. 9. This loan, at six months, was granted, with no other security but that which is just mentioned, the largest loan made on that day. On the 16th of December following, another application was made, by the same parties, for a loan of \$15,000, which was granted, for six months, by the exchange committee, without any additional security or recommendation. At this time there was a considerable pressure in the money market, and many notes of the citizens of Philadelphia were rejected. It was one among the largest loans of the day. These loans, together with the loan made in March to Burrows, amounted to the sum of \$52,975, which consisted of notes drawn and endorsed by the editors only.

The committee will now submit the facts in relation to the manner in which this loan has been disposed of, first premising that the resolution for inquiring into the affairs of the bank was introduced into the House on or about the 17th of February. The loan of August was reduced \$2,000 at its maturity, on the 10th of February last. On the 2d of March last, Mr. Silas E. Burrows obtained from the exchange committee discounts to the amount of thirty-two thousand four hundred and forty-six dollars, being the largest sum loaned on that day, and while many notes of citizens of Philadelphia were rejected. That the notes for \$17,975, payable in 1832, '33, '34, '35, and '36, were paid and withdrawn by him on the 2d of March, without the knowledge of Webb and Noah, as they state. On the 14th of the same month, Burrows obtained another discount from the bank of \$14,150, and on the 15th of the same month the note of Webb and Noah for \$15,000 loaned them on the 16th of December previously, and not due till June next, was paid off by two drafts from Webb, obtained at the United States Branch Bank at New York, accompanied with the following remarks, contained in a letter to the president of the bank, dated New York, March 11th, 1832, and found in No. 9, viz: "Although the loans to us by the Bank of the United States are purely of a business character, and made upon statements showing the necessity of the accommodation to our establishment, and of our ability to meet our payments, there can be no doubt but that the enemies of the bank, as also our political opponents, will endeavor to give a false coloring to the whole transaction. The loan, thought strictly defensible, is a large one, and the amount may give rise to the charge of indiscretion on the part of the directors. This it is not only our duty, but our desire, to prevent if possible; and, therefore, with some little inconvenience to ourselves, we have made arrangements to pay the notes of \$15,000 in the course of a few days.

The evidence of the president of the bank explains the character of these various loans, and the circumstances which induced him to be satisfied with the security, and to make these advances; which, together with all the testimony and correspondence on this subject, will be found in the papers marked No. 9.

In that evidence it is stated, by the testimony of Webb and Noah, that they knew nothing of the first 15,000 dollar loan made by the president of the bank to Burrows; that Burrows made them believe the 15,000 were loaned to Noah by his father, and that he had his father present to carry on that transaction, and for which loan Noah allowed Burrows 2 1/2 per cent., and did not receive it all for some months after giving his notes; that the notes were discounted by the bank, in their names, without their knowledge, and paid off in the same way. It will appear by the testimony of Mr. Webb, that the paper of which he is the editor, made two publications in the latter part of 1829, favorable to the establishment of branches; that shortly thereafter it commenced its opposition to the bank, and was, for sixteen months warmly opposed to it; and that, on or about the 8th of April, 1831, it changed its course in favor of the bank. Connected with this fact, is an addition on the part of one of the editors, that before the first loan was negotiated, he held a conversation with a gentleman, through whom the loan was then negotiating, (who the committee know to be Burrows,) in which he, Burrows, urged the editors, one of whom, Webb, had expressed himself in favor of a modified re-charter, to advocate an unconditional renewal, but expressed great satis-

faction at learning that [one] was in favor of a charter, under any circumstances."

The committee will state they were anxious to obtain the testimony of Burrows, but were unable to do so. A subpoena was issued for him and sent to New York, to which the Marshal returned he was not to be found. It was then sent to Washington city, and the Sergeant at Arms made the same return. The marshal of Pennsylvania was directed, by the chairman, to make and continue a search for the witness in Philadelphia, having heard of his unexpected arrival in that place; that the marshal reported to the chairman that he ascertained that the witness had arrived in that place, on Thursday the 5th inst. but he was unable to serve the process because he could not be found.

The Bank Report is thus referred to by the National Intelligencer:

The Report of the Committee is the Report of four Members of seven composing the Committee. We have had no opportunity to read a line of it; but we understand that it sets forth sundry acts of the Bank, which it considers as misleading, and some which are supposed to infringe the charter, but is, on the whole, aparing of opinions, or of censure, except so far as facts may be stated in a manner to imply opinions, or censure. In the matter of the printers' accounts, which have been spoken of so much, and so wantonly, in the newspapers, we understand that one case only is introduced in the report, (that of a New York editor) and why his case has been made an exception we are yet to learn. Mr. McDuffie and Mr. Adams protested against this report, and it is supposed that Mr. Watmough bears them company. And Mr. Johnson, though he assented to the report, to bring it before the House, intimated that it did not contain any matter to justify the sensibility which appeared to be felt by the friends of the Bank, and much less to reflect upon the President or other officers of the Bank.

INCREASE OF MONIED INCORPORATIONS.—According to the Albany Argus, there were granted by the last Legislature, twenty-four charters for Railroads, with an aggregate capital of \$24,775,000, and seven charters for Banks, with an aggregate capital of \$1,450,000. An addition was also made of \$50,000 to the capital stock of the North River Bank at Hudson.

Large Cargo and quick Despatch.—The ship Martha, J. L. Wilson, master, cleared at Charleston on 21st ult. for Havre, by Mr. J. Lowdon, discharged her inward cargo and ballast, and took in her outward cargo, consisting of 948 bales cotton, and 1016 whole, and 184 half tierces rice—value \$59,234 13, in the short period of six days.

Drowned.—The Pilot of the steam-boat William Penn, Mr. Robert Fellers, was drowned in the Delaware last night, at Kensington. He is about thirty years of age, and has been married but a short time. The Penn and Newcastle were moored side by side at the time, the latter near the dock, and in attempting to step ashore from her to go to his home, as was his custom, he must have slipped and fell overboard; his hat was found in the gangway of the Newcastle, near the edge of the boat, which caused a suspicion and induced a search to be instituted, when his body was fished up this morning.

The Wm. Penn makes her first trip to-day on the Baltimore twelve o'clock Citizens' Union Line.

Shipwreck.—The schooner William and Frederick, Capt. Fish, from Appalachicola, bound to this Port, was lost on the 2d inst. near Key Sinobal. She grounded on the 2d, an anchor was immediately let go, and an attempt made to float her off by throwing over a part of the deck load. In this operation the crew were aided by three men who came to their assistance. Every exertion was made until the 5th, when a strong gale, which came on, destroyed all hope of getting her off. The chain cable having parted, she drove high and dry upon a sand bank, and bilged. The crew and passengers remained on deck until the gale abated. When having heard of a vessel at Charlotte Harbor, about 30 miles distant, 3 persons proceeded in a boat to procure her assistance. On the morning of the 6th, the schr. Joseph, Capt. Caldez, came down within a mile of the wreck and took off those who remained, and brought them to this place. As soon as the news of the wreck reached this place, the schr. Wm. Ross, Capt. Anderson, proceeded in search of her. Mr. C. Sully, a passenger, and one of the last who left the wreck, is of opinion that a considerable portion of the cargo, which consisted of lumber, may yet be saved. The passengers on board the William & Frederick were, Messrs. Fish, Col. L. M. Stone, C. Sully and G. R. Williams.—[Key West Gazette.]

The Apportionment Bill has passed the Senate as amended upon the motion of Mr. Webster—that is, by a provision representing residuary numbers when exceeding by a moiety the common divisor. The vote on the bill was—

Yeas—Messrs. Bell, Benton, Buckner, Chambers, Clayton, Dickerson, Ewing, Foot, Hayne, Johnston, Knight, Miller, Moore, Prentiss, Robbins, Seymour, Silliman, Smith, Sprague, Waggaman, Webster—22.
Nays—Messrs. Brown, Clay, Dallas, Dudley, Ellis, Forsyth, Frelinghuysen, Grundy, Hendricks, Hill, Kane, King, Mangum, Marcy, Robinson, Tazewell, Tipton, Tomlinson, Troup, Tyler, White, Wilkins—23.

The names in italics among the yeas are those of administration Senators; those in italics among the nays are of the opposition. The National Intelligencer says the four absent Senators are understood to be equally divided in opinion on this question; so that, if all had been present, the result would have been the same; and the casting vote of the Vice President, which was given in the affirmative, must still have determined it.

Apportionment under the Bill as passed by the Senate.

Maine	8	North Carolina	13
New-Hampshire	6	South Carolina	10
Massachusetts	13	Georgia	9
Rhode-Island	2	Kentucky	13
Connecticut	6	Tennessee	13
Vermont	6	Ohio	20
New York	40	Louisiana	4
New Jersey	6	Indiana	7
Pennsylvania	28	Alabama	6
Delaware	2	Missouri	9
Maryland	9	Mississippi	2
Virginia	21	Illinois	3

We understand, says the National Intelligencer, the following nominations were confirmed by the Senate on Thursday last, viz:—David Irwin of Virginia, George Morell of New York, and Ross Wilkins of Pennsylvania, to be Judges in the Territory of Michigan, in the places, respectively of Judges James D. Doty, Wm. Woodbridge, and James Chipman, who are superseded. Solomon Sibley, the other Judge of the Territory, was at the same re-appointed.

Lieut. Col. William Lindsey, of the 3d artillery, was on the same day appointed Colonel of the 2d regiment of artillery (for many years past vacant); and various promotions in the artillery regiments consequent on the promotion of Col. Lindsey, were likewise confirmed.

The Washington Telegraph furnishes the Report and Bill at length of Mr. McLane on the Tariff. The press of other matter to-day compels us to prefer a synopsis of the bill as we find it in the Globe, and which appears to embrace the whole substance of it.

The basis of the bill is an entire repeal of the act of 1828, from and after the 3d March, 1833, and a limitation of the revenue afterwards to be raised by a new system of duties, to the existing expenditures of the government, and such other necessary expenditures as may be authorized.

This future revenue, it is calculated, need not exceed fifteen million of dollars; of which three millions are to be raised from the public lands, leaving twelve to be raised from duties on imports.

The act of 19th May, 1828, to be repealed after the 3d of March, 1833; after that time the duties to be as follows:

On wool, unmanufactured, not costing more than 10 cents a pound, 5 per cent. ad valorem, and costing more than 10 cents a pound, 20 per cent. ad valorem.

On manufactures of wool, or of which wool is a component part, not otherwise specified, costing not more than 50 cents a square yard, 10 per cent. ad valorem.

On worsted stuff goods, woolen and worsted yarn, 20 per cent. ad valorem.

On mitts, gloves, blankets, hosiery, carpets and carpeting, 25 per cent. ad valorem.

On flannels, baizes, and all other manufactures of wool, 30 per cent. ad valorem.

On manufactures of cotton of all kinds, or of

which cotton is a component part, 25 per cent. ad valorem—those printed, dyed, colored or stained, to be valued at 35 cents a square yard—and white cottons, to be valued at 30 cents a square yard; on nankeens imported direct from China, 20 per cent. ad valorem.

On iron, and the manufactures of iron, the same duties as were paid in 1824, with some unimportant exceptions; and checks provided against evasion of the duties.

On sugar—brown, and syrup for making sugar, 2 1/2 cents per pound.

On sugar—white, clayed or powdered, 3 1/2 cents p. lb.

On salt, 5 cents a bushel of 56 pounds.

On teas of all kinds, direct from China, and in vessels of the United States, one cent a pound; otherwise, 10 cents a pound.

On coffee, 1 1/2 cent a pound.

On hemp, manufactured, 50 dollars per ton.

On sail duck, 10 cents a square yard.

On cotton bagging, 3 1/2 cents a square yard.

On floor cloths, stamped, painted or printed, 43 cents a square yard—other oil cloths, of all kinds, and floor matting, 30 per cent. ad valorem.

On slates of all kinds, 25 per cent. ad valorem.

On glass, the same duties as were paid in 1824.

On olive oil, in casks, 12 1/2 cents a gallon.

On French wines—red, in casks, 6 cents per gallon; white do. 10 do.; all kinds in bottles, 22 cents do.—According to Treaty.

On barley, grass or straw baskets; composition, wax, or amber beads; all other beads, not otherwise enumerated; lampblack; shell or paper boxes; hair bracelets; hair not made up for head-dresses; bricks paving tiles; brooms of hair, or palm leaf; Cashmere of Thibet; down of all kinds; feathers for beds; and palm leaf or palmetto hats—15 per cent. ad valorem.

All other articles not enumerated, as being either free, or liable to a different rate of duty, and which, according to existing laws, are liable to a higher ad valorem duty than 15 per cent., to pay an ad valorem duty of 15 per cent. after the said 3d day of March, 1833.

The following to be added to the list of articles exempted from duty by the existing laws:

Cocoa, almonds, currants, prunes, figs, raisins, of all kinds, black pepper, ginger, mace, nutmegs, cinnamon, cassia, cloves, pimento, camphor, corals, crude saltpetre, side arms, flax unmanufactured, quick silver, opium, quills prepared, tin in plates and sheets, brass in plates, marble, hair cloth and seatings, blue vitriol, argol, gum arabic, gum senegal, epaulettes of gold and silver, lac dye, madder, madder root, nuts and berries used in dyeing, sumac, saffron, turmeric, woad or pastel, aloes, ambergris, burgundy pitch, bark peruvian, cochineal, capers, calomel, chamomile flowers, coriander seed, cantharides, castanos, catsup, chalk, coculus indicus, coral, corrosive sublimate, dates, filberts, filtering stones, frankincense, grapes, Gamboge, Hemlock, Henbane, Hones, Hornplates for lanterns, Oxhorns, other horns and tips, India Rubber, Ipecacuanha, Ivory, unmanufactured, Ivory Black, Juniper berries, Maccaroni, Millstones, Musk, Nuts of all kinds, Oliver, Oil of Juniper, paintings and drawings, Rattans unmanufactured, Reeds unmanufactured, Rhubarb, Rotten stone, Tamarinds, Tortoise shell, Tin foil, Shellac, Sponges, Sago, Spy glasses, Telescopes, Sextants, Quadrants, Hair pencils, Brazil paste, Tartar Crude, Vegetables such as are used principally in dyeing and composing dyes, Weld, and all articles used principally for dyeing, coming under the duty of 12 1/2 per cent, all other dyeing drugs, and materials for composing dyes, and all other medicines drugs and all articles, not enumerated in this act or the existing laws and now liable to and valorem duty of 15 per cent. to be free.

The additional 10 or 20 per cent. (as the case may be) now charged on the value of the merchandise, before the duties are calculated, to be taken off; all charges for inland transportation, commissions, drayage, wharfage, &c. in the foreign country, to be considered as constituting a part of the cost or value of the goods, and insurance only from the foreign port of exportation to the United States, to be accepted.

Credit on duties, reduced—one half to be payable in three months, and one half in six months—under two hundred dollars to be paid in cash. Duties on woollens to be paid in cash, or the woollens may be stored for 3 and 6 months upon payment of interest.

Auction duty of 1 1/2 per cent on foreign woollen manufactures, sold at public auction; in places where there is an officer of the Customs, no such woollens to be sold at auction unless an officer be present.

Appraisers may examine owners, importers, consignees and others on oath, and require the production of any papers in their possession, touching the value of the merchandise to be appraised by them; if the owner, importer or consignee, declines to appear or produce the papers, the appraisement to be final. If they swear falsely to be deemed guilty of perjury, and goods to be forfeited.

In consideration of the duties imposed on articles used in constructing and fitting ships and vessels, a drawback to be allowed under certain regulations, on first taking out papers, of two dollars a ton on Registered vessels; one dollar and twenty five cents, on Enrolled and Licensed; and fifty cents a ton on steamboats.

Woolen and cotton goods of similar kind but different quality, contained in the same package are only to be charged according to the value of the best article, when charged in the invoice at an average price.

Woolen or cotton goods, found in a package, and not contained in the entry, to be forfeited. This and the preceding provision, are the same as in the bill reported by the Committee on Manufactures in the House of Representatives.

THE BANK REPORT, or rather reports—for it is now said, as our letters from Washington tell us, that there will be three—were confidently expected to be made on Monday. Those of the committee Messrs. McDuffie, Adams, and Watmough, will report in favor of the Bank, Messrs. Clayton and Cambreleng will make an ultra report, and Messrs. Johnson and Thomas a modified one against it.

A slip from the Philadelphia Inquirer of yesterday furnishes this paragraph:

CONVICTION OF MINA.—We learn from a gentleman arrived from Doylestown, that the jury, in the case of Mina, have returned a verdict of *Guilty*. The offender will be sentenced on Tuesday next, and without the interference of Executive clemency, must be hung. The only marvel is that Mrs. Chapman should escape.

MISCELLANY.

THE AFRICAN COLONY.—The last number of the Colonial Journal, which has just come to hand, contains several papers of interest relating to the cause its publication is intended to promote. We take the following extract from an excellent article, copied from the English Amulet, giving a history of the actual state of the Slave Trade on the Coast of Africa, which possesses strong interest for those desirous of becoming acquainted with the subject. The writer is a distinguished British officer who passed three years on the African coast; and his account of the American colony, written with such opportunities of accurate observation, is equally satisfactory and gratifying.

On the subject of Sierra Leone, and the causes of its failure, so much has been said, that it would be superfluous to repeat them here. Public expectation has not, certainly, been answered; but that these experiments are not of a fanciful or impracticable nature, is completely proved by the success which has attended the colony which came next in succession on this coast. This is a bold promontory, called originally Monte Serrado, but corrupted, as all names are by negro pronunciation, into *Morurado*. The American Colonization Society located here a number of free people of color, the offspring of African slaves born in America and liberated. They were sent from the United States, and the settlement was called by the appropriate name of *Liberia*. There are but few white people among them, and none who possess any land.

The settlement consists of two establishments. The first is *Monrovia*, on Cape *Morurado*, and the other *Caldwell*, seven miles up the river *St. Paul*. The whole population amounts to about three hundred families, comprising more than 1500 persons, who have each farms allotted to them, some in the lower and some on the upper settlement. A regular and most improved system of husbandry is introduced upon. Every man is not allowed to burn down and cultivate any portion of the land he pleases, as is permitted in our colonies, which, being abandoned the next year and suffered to run into brush, is known to contribute greatly to taint the air, in an extraordinary degree, which cultivation had rendered salubrious. Their prescribed system of agriculture is regulated by those plans which local experience has found to be most judicious, wholesome and productive; and no man is allowed to deviate from it: in this way their maintenance and independence, and to a certain extent, their health, are provided for and secured. The males are formed into a regular Militia, which being well trained and armed, renders the colony respectable in the eyes of its neighbors, and secures them from any act of aggression; and this force has been efficiently called out more than

once to punish depredations and robberies committed by natives on individual colonists while in pursuit of their commercial speculations, either coastwise or in the interior, and always with the best results. This mode of well regulated self-defence not only gives them courage and confidence in themselves, but it exempts them from the degrading and demoralizing effects of a regular soldiery sent from the parent country, which, being generally of the worst and most desperate description of men, set examples of the most dissolute and profligate lives, as our colonies in Africa know by melancholy experience. This imposing domestic force gives perfect security to these people in their dealings with the natives; and a very profitable and advantageous trade is carried on for gold, camwood and ivory, with the Gallinas and Cape Mount, to the north of their settlement, and as far coastwise as Tradetown, to the east of it.

The character of these industrious colonists is exceedingly correct and moral, their minds strongly improved with religious feelings, their manners serious and decorous, and their domestic habits remarkably neat and comfortable. They had the inestimable advantage of being originally brought up in the frugal and pains-taking habits of the people of the country from whence they were sent, and received, when young, the moral, religious, and literary instruction of white people in their class of life. These they have brought with them, and they practice them with more effect, as they have no bad examples to mislead them. Those who have visited them speak highly of their appearance and mode of living. They are a comely and well-formed race of Negroes, neat and clean in their persons, modest and civil in their manners, and regular and comfortable in their dwellings. Their houses are well built, ornamented with gardens and other pleasing decorations, and on the inside are remarkably clean. They are very hospitable to strangers, and many English naval officers on the station have been invited to dine with them, and joined in their meals, which were wholesome and good. The man of the house regularly said grace, both before and after meat, with much solemnity, in which he was joined by the rest of his family with great seeming sincerity. They all speak good English, as their native language, and without any defect of pronunciation. They are well supplied with books, particularly bibles and liturgies. They have pastors of their own color, and meeting-houses in which divine service is well and regularly performed every Sunday; and they have four schools at Mesurado, and three at Caldwell. By one ship alone they received 500 volumes, presented by Dartmouth College, and several boxes and packets of school-books, sent by friends at Boston.

The complete success of this colony is a proof that negroes are, by proper care and attention, as susceptible of the habits of industry and the improvements of social life as any other race of human beings, and that the amelioration of the condition of the black people on the coast of Africa, by means of such colonies, is not chimerical. Wherever the influence of this colony extends, the slave trade has been abandoned by the natives, and the peaceful pursuits of legitimate commerce established in its place. They not only live on terms of harmony and good will together, but the colonists are looked upon with a certain degree of respect by those of their own color, and the force of their example is likely to have a strong effect in inducing the people about them to adopt it. A few colonies of this kind, scattered along the coast, would be of infinite value in improving the natives. They would much sooner acquire their confidence and esteem, as not exciting that jealousy which foreigners always cause; and the very example of their own race, thus raised in the moral and social scale, would be the strongest motive to induce others to adopt and practice those qualities by which they were rendered so much more comfortable and happy.

If any thing were now wanting to give confidence in the operations of the colonization society, the above testimony to the ability with which its affairs have been conducted, and the prosperous results of their humane exertion, would be ample; and if there are any now among our readers who, from the once supposed impracticability of the scheme or other disheartening causes, are still incredulous as to its ultimate benefits, we recommend to them the view here taken of the present state of the colony by an intelligent stranger, who could have no interest in misrepresenting it.

POETRY.

THE CHILD OF EARTH.—By Mrs Norton.

Fainter her slow step falls from day to day,
Death's hand is heavy on her darkening brow;
Yet doth she fondly cling to earth, and say,
"I am content to die—but, oh! not now!"
Not while the blossoms of the joyous spring
Make the warm air such luxury to breathe—
Not while the birds such lays of gladness sing—
Not while the bright flowers around my footsteps wreath.
Spare me, great God! lift up my drooping brow—
I am content to die—but, oh! not now!"
The spring has ripened into summer time;
The sea on's viewless boundary is past;
The glorious sun hath reached his burning prime:
Oh! must this glimpse of beauty be the last?
"Let me not perish while o'er land and sea
With all its steps, the Lord of light moves on;
Nor while the murmur of the mountain-bee
Greets my dull ear with music in its tone!
Pale sickness dims my eye and clouds my brow—
I am content to die—but, oh! not now!"
Summer is gone; and autumn's sober hues
Tint the ripe fruits, and glid the waving corn;
The huntman swift the flying game pursues,
Shouts the halloo! and winds his eager horn,
"Spare me awhile, to wander forth and gaze
On the broad meadows and the quiet stream,
To watch in silence while the evening rays
Blanch through the fading trees with ruddy gleam!
Cooler the breezes play around my brow—
I am content to die—but, oh! not now!"
The bleak wind whistles: snow showers far and near
Drift without echo to the whitening ground;
Autumn hath passed away, and cold and drear,
Winter stalks on with frozen mantle bound;
Yet still that prayer ascends, "Oh! laughingly
My little brothers round the warm hearth crowd,
Our home-fire blazes broad, and bright, and high,
And the roof-rafts with voices light and loud:
Spare me awhile! raise up my drooping brow!
I am content to die—but, oh! not now!"
The spring is come again—the joyful spring!
Again the banks with clustering flowers are spread:
The wild bird dips upon its wonted wing—
The child of earth is numbered with the dead:
"These never more the sunshine shall awake,
Beaming all redly through the lattice-pane;
The steps of friends their slumbers may not break,
Nor fond familiar voice arouse again!
Death's silent shadow veils thy darkened brow—
Why dost thou linger?—thou art happier now!"

TO MARIE.

How little feeling must he have
To look on charms such as thine:
Charms that could make a coward brave—
Eyes that, with their fire, might spring a mine.
When this wide world is swept away:
And things on earth, and all above,
Are all in one great chaos spread;
Then will my fond heart cease to love.
Perfection, what art thou to her?
But an equal, nothing more;
Her, whose like the world n'er saw;
And she's the one that I adore.
Fools may talk of gold and pelf,
And other such like vulgar cares;
But, with my, dear, sweet pretty elf,
The world might take my goods, my wares.

FIRST LOVE.

Love?—I will tell thee what it is to love!
It is to build with human thoughts a shrine,
Where Hope sits brooding like a boonsome dove;
Where time seems young, and Life a thing divine.
All tastes, all pleasures, all desires combine
To consecrate this sanctuary of bliss.
Above—the stars in shrouded beauty shine;
Around—the streams their flowery margin kiss;
And if there's heaven on earth, that heaven is surely this!
Yes, this is Love, the steadfast and the true—
The immortal glory which hath never set—
The best, the brightest boon the heart e'er knew—
Of all life's sweets the very sweetest yet!
Oh! who but can recall the eve they met
To breathe, in some green walk, their first young vow,
While summer flowers with moonlight dew were wet,
And winds sighed soft around the mountain's brow,
And all was rapture then—which is but memory now!
Honor may wreath the victor's brow with bays,
And Glory pour her treasures at his feet—
The Statesman win his country's honest praise—
Fortune and Commerce in our cities meet.
But when—ah! when were earth's possessions sweet—
Unless with one fond friend those gifts to share?
The lowliest peasant, in his calm retreat,
Finds more of happiness and less of care,
Than hearts unwarmed by Love's mild palace halls must bear.

PASSENGERS.

In the Packet ship Columbia, from London.—Mr. F. D. Priest, lady and 4 children, of New York; Mr. J. Bigelow, of Montreal; Mr. Bidwell and lady, of New Haven; Sir Thomas Beavor, Baronet, and Mr. Ford and lady, of England, and Mrs. Reynolds and infant, of London, and 160 in the steerage.
Per ship Canada, from Liverpool.—A Mitchell and lady, J. L. Granda and lady of New York; Hon. J. Elmaley, lady and servant, and Geo. Moore, of York, U.C.; J. Shuter, Wm. Stephens, and Francis Hunter, of Montreal; J. Leather, Jas. Hamilton, G.B. Symes, Donald Fraser, and Thos. Ryan, of Quebec; Jas. Baxter, of St. John's; Edw. Frith, John K. Tillotson, and Irving Van Wart, of Sheffield; Wm. Van Wart, of Birmingham; Miss Crawford, John and William Crawford, of Belfast; Dan. Lamont, of Missouri; Jas. A. Dickson, of Boston; G.F. Wormald, of Philadelphia; Henry Ransford, and E.F. Ledyard, of England; Miss Scott, and Rev. Jas. R. Boyd, of Albany; M. Houlin, of Spain; John Reid, of Glasgow; and eighteen in the steerage.
In the ship Charles Carroll, from Havre.—Lieut. John H. Graham, of the United States Navy; Mr. Julius Killeit of New York, and 140 in the steerage.

MARRIAGES.

MARRIED.—On morning 28th April, by the Rev. B. H. Rice, Robert D. Weeks to Harriet T. Strong, daughter of Benjamin Strong, Esq.
At Philadelphia, on the 26th April, by the Rev. H. J. Morton, James Markoe, Esq. to Sarah Coleman, daughter of the late Samuel W. Fisher.

DEATHS.

DIED.—On Saturday, the 21st of April, at Augusta, Georgia, while on his return home, WILLIAM SLOSSON, of this city, in the fifty-third year of his age.
On Monday morning, April 26th, in the sixty-eighth year of her age, Mrs. Frances Zubrick.
On the morning of the 26th April, Joseph Barnes, in the 34th year of his age.
On Friday afternoon, April 27, Mary Cruger, wife of Sylvester H. Mills, and daughter of the late Jno. Cruger, Esq.
On Saturday morning, April 28th, Mrs. Antoinette Davenport, wife of Rufus Davenport, Esq.
At Philadelphia, on the 25th April Elizabeth, widow of the late John Biddle.
Thursday afternoon, April 26th, Mrs. Anna De Foyser, aged 35 years, relict of the late James W. De Foyser.
Friday morning, Charles Arms, the son of Levi Cook, aged 3 years.
At Fairlie's, Conn. on the 19th April, Elizabeth, daughter of John G. Allen, in the 18th year of her age.
On Monday, 13th April, at Savannah, where he had gone for the benefit of his health, Dr. Charles O. Livingston, youngest son of John R. Livingston, Esq. of this city, aged 25 years.
On Tuesday morning, May 1, at half past 2 o'clock, of consumption, in the 21st year of his age, George, son of Isaac Pierson.
On Sunday morning, 29th April, in the 18th year of her age, Amanda Lois, youngest daughter of Col. Stillman Lincoln, formerly of Dorchester, Mass.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 100 persons during the week ending on Saturday last, viz.:—20 men, 21 women, 32 boys, and 27 girls.—Of whom 21 were of the age of 1 year and under, 10 between 1 and 5, 14 between 5 and 6, 6 between 6 and 10, 7 between 10 and 20, 10 between 20 and 30, 15 between 30 and 40, 5 between 40 and 50, 5 between 50 and 60, 1 between 60 and 70, 4 between 70 and 80, 1 between 80 and 90, and 1 between 90 and 100.—Diseases.—Asthma 1, burned or scalded 1, cancer 1, casualty 1, childbed 1, consumption 24, convulsions 6, cramp in the stomach 1, diarrhoea 1, dropsy 4, dropsy in the chest 3, dropsy in the head 7, fever scarlet 8, haemoptysis 1, hives or croup 3, inflammation of the bowels 2, inflammation of the brain 1, inflammation of the liver 3, marasmus 1, measles 2, old age 3, palsy 1, peripneumony 4, pleurisy 2, pneumonia typhoid 2, scrofula or King's evil 1, small pox 1, sore throat 3, stillborn 4, unknown 2, whooping cough 1.
ABRAHAM D. STEPHENS, City Inspector.

LEXINGTON & OHIO RAIL-ROAD.

NOTICE.—The lettings advertised to take place at Louisville, Kentucky, on the 15th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President,
Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

TO CONTRACTORS.—From 25 to 26 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's office in Lexington and Louisville, on the 20th, 25th and 26th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to impart all the information desired by those offering for contracts.

The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in healthfulness by any country. The enterprise holds out to contractors every assurance of profitable employment.
E. I. WINTER, President.

M31 31 Lexington & Ohio R. R. Co., Lexington, Ky.

TOWNSEND & DUFER, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jarvis, Eng. M. & H. R. E. Co. Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.
Palmyra, Wayne County, New-York.
1st mo. 25d, 1852.

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 2 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are furnished with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.
HENRY BURDEN, Agent.
Troy, N. Y., July, 1851.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Broome, 232 Water street, New-York; A. M. Jones, Philadelphia; T. J. Javiers, Baltimore; DeGrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of exceeding the manufacturing so as to keep pace with the daily increasing demand for his Spikes.
JESSE I AM
E. BURDEN

MANUMITTING SLAVES.—The following account, given in the number of the Colonial Journal noticed yesterday, of the mode of manumission in the United States of Mexico, is worthy the consideration of those whose attention has been directed to the subject in this country:

In some of the southern provinces, Africans had been introduced, purchased and held, as in the West Indies and in the United States. In the northern provinces, the slaves were, at least generally, of Indian extraction. They were more ignorant than the negroes in our southern States, and more vicious. They were surrounded, too, by a state of society less enlightened and less virtuous than our slave-holders. Civil government was less understood, and less effectually administered. Immediately upon the declaration of independence, a law was passed by the general government, for the entire abolition of slavery throughout the Mexican Republic. Each of the provinces, now states, arranged the details of the process of emancipation for itself, but the principles, and in all important respects, the details, were every where the same and substantially those.

The master at once opened an account with each of his servants, like the following:—

LOTT CARY TO ———, Dr.	
Jan. 1, 1810.	To cash paid for yourself
	Do for Mary your wife,
	Do for John, your son,
32,	To call for Mary,
Feb. 1,	To cash for schooling your children,
20,	To lost 5 days,
March 20,	To beef,
	\$1,311
	Ca.
April 1, 1810.	By 8 months' labor, at \$6 per month,
	Do of Mary, at \$4,
	Do of John, at \$3,
	\$36

Here, the original debt is supposed to have been \$1,300, and the balance due to the master at the end of three months, is \$1,175. At this rate, the whole debt will be paid, and the whole family redeemed, in twelve years. The actual result was, that the great body of those who had been slaves, were out of debt in a shorter time.

Till the debt is paid, the servant is required by law to continue on the *hacienda* (plantation) and labor as formerly. While thus employed, he is entitled to his rations, which are a little less than half a bushel of Indian corn per week. If he wishes for more or other food, it is furnished by the master and charged in his account. The same of all other necessities and comforts of life. Lost the master should take advantage of the improvidence of the servant to keep him always in debt, it is enacted that the charges for supplies for a specified time shall never exceed half the amount of the wages of the family for that time, and any charge above that amount is absolutely void in law.

The master has no power to punish his servant, in any manner whatever. The duties of the servant are fixed by law, as definitely as the nature of the case permits, and magistrates are appointed in every neighborhood, for the express purpose of enforcing them. If the servant is in any way worthy of punishment, the master complains to the magistrate, who investigates the matter and takes the necessary measures to ensure good conduct. And on the other hand, if the master neglects his duty the servant has the same means of enforcing his performance.

Among the other duties of the master, he is required to furnish those on the plantation with suitable means of literary, moral and religious instruction; and so generally do the servants avail themselves of this privilege, that nearly all the rising generation will be tolerably versed in reading, writing and arithmetic.

If the servant, whose debts are unpaid, wishes to leave the *hacienda* to which he belongs, he may demand of the master a written statement of his account; and if he can persuade any person to advance the sum due, the master is obliged to receive it, and the servant is transferred to him who advanced the money. Similar transfers take place for the accommodation of the master, but never without the consent of the servant. When his debts are paid, the servant may leave the *hacienda* if he chooses, or remain upon it, if the owner sees fit to employ him; but whether he remains there or removes to another the mutual duties of master and servant continue the same, and there is the same system of laws to enforce the performance of them.

As the result of this system, the servants paid up their debts, purchase money and all, in a few years.

During the process, they acquired habits of forethought and economy. The hope of bettering their condition gave a spring to their minds, and elevation to their whole characters. Thus they were fitted for the enjoyment of perfect liberty, by the very process of acquiring it. Meanwhile, the despotic character of slavery is changed into the conciliating form of parental oversight. The master, when the servant asks for supplies which he ought not to have, commonly says, "My son, you cannot afford it. Such and such purchases are more suitable." The grudge which the slave naturally bears his master, gives way to filial confidence, and both parties regard themselves as members of the same family. Generally, when freed from debt, and at liberty to choose their residence, servants have chosen to remain on the *hacienda* to which they formerly belonged. Some have purchased small building lots, and erected houses upon them; but more generally, the excess of their wages over their expenditures is laid up in cash.

THE HOME OF A POETESS.—The Boston Transcript contains a letter from Hartford, (Ct.) which says: "I must not omit telling you that we passed half an hour in roaming over the romantic gardens and woodlands that surround the residence of Mrs. Sigourney. Her husband, who is himself a man of letters and taste, has ornamented his estate with every thing that can render it desirable as the home of talent and genius. I do not wonder that Mrs. Sigourney has written so much exquisite poetry. The muses must be her frequent companions: for if, as it is fabled, they sometimes condescend to visit the planet earth, they can never return to the fairy land without having fanned their wings in the breezes which sigh around her romantic bowers."

"The Last of the Mohicans."—On the 9th inst. Mr. Timothy Sheldon discovered a large Otter about two miles from this city—to which he gave chase, and after a warm pursuit of nearly a mile, overtook and despatched him. He weighed 23 lbs., and his skin was valued at \$9. It is the first animal of the kind which has been seen in this vicinity for forty years. He probably took advantage of the spring flood to make a visit to the "Land of Steady Habits." —[Hartford Review.]

THE DIARIO DI ROMA says—"When M. Chateaubriand was Ambassador to Rome in 1829, he resolved to rescue the memory of the spot in which the celebrated artist of France, Nicholas Poussin, the painter, was buried, and to erect a monument to his honor in the church of San Lorenzo, in Lucina. He consequently engaged M. Leon Voudoyer, the architect, to form the general design: M. Desprez to execute in sculpture a bas-relief taken from one of Poussin's most admirable masterpieces; and M. Lemogne to complete the monument in marble, and also to execute a demi-colossus bust of Poussin. Although the Noble Viscount has given up every honorary emolument which he derived from the French Government, he never abandoned his generous project, and the monument has been completed, and recently placed in its destined position."

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Sons—April 26.

A story house and lot, No. 171 Orange street, lot	
25x100 feet	\$6,000
Two acres of ground at Manhattanville	2,750
A frame house and lot, No. 154 Church street, lot 25	
475 feet	3,440
Twelve acres of land at Bloomingdale	6,580
A frame house and lot, corner of Eighth Avenue and	
Eighteenth street, lot 21 6x100	3,600
Four lots and a frame building, corner of Fourth Ave-	
nuce and 120th street	490
One lot, corner of Prince and Thompson streets, 25x	
76 feet	1,925
One lot adjoining on Prince street	1,025
One do. do. do. on Thompson street	1,865
One do. do. do. on Thompson street	190
The 4 story brick house and lot, No. 15 Wall street,	
lot 27x112 feet	30,000
A frame house and lot, No. 77 Anthony street, lot 25	
21x100 feet	3,700
A 2 story brick house and lot No. 169 Chapel street,	
17x30 feet	3,000
Two story brick house and lot, No. 264 Stanton st.,	
lot 25x100 feet	1,875
Two do. do. do. No. 105 Columbia street, 25x50 feet	950
Two do. do. do. No. 107 do. do. do.	800
House and lot, No. 168 Spring street, 17x100 feet	2,600
Do. do. do. No. 170 do. do. do.	2,700
A vacant lot on Washington street, between Ham-	
mond and Bank streets, 21x25 feet	740
One do. do. do. do. do. do.	880
One do. do. do. do. do. do.	850
One do. do. do. do. do. do.	835
One do. do. do. do. do. do.	810
One lot cor. of Washington and Bank sts. 15 by 67	900
Four and a half acres of land at Bloomingdale, ad-	
joining the seat of John Glendinning, Esq.	1,000
Five years lease of a block of ground on the N. E.	
corner of Dominick and Varick sts. 50 feet on Varick	
and 80 ft on Dominick st. with 3 brick dwelling houses	
on the lots, ground rent \$50 per ann.	1,950

BANK NOTE TABLE.

MAINE.	
U. S. Branch.	Cumberland.
Thomaston.	Caso.
Vassalborough.	Merchants.
Canal.	Union.
Portland.	Waterville.
Bangor.	Saco.
South Berwick.	Lincoln.
NEW HAMPSHIRE.	
U. S. Branch.	Rockingham.
Chester.	Portsmouth.
Concord.	Farmers.
Exeter.	Piscataqua.
New Hampshire.	Dover.
N. H. — Strafford.	Winnepesaukee.
MASSACHUSETTS.	
U. S. Branch.	Plymouth.
Boston City Bks.	Pawtucket.
Agricultural.	Salem.
Beverly.	Springfield.
Bedford Com'l.	Taunton.
Commercial.	Worcester.
Dedham.	Blackstone.
Gloucester.	Fall River.
Hampshire.	Exchange.
Franklin.	Danvers.
Hampden.	Andover.
Mechanics.	Mendon.
Marblehead.	Oxford.
Newburyport.	Milbury.
Phehix.	Housatonic.
Pacific.	Hamp. Manufacs.
Manu. & Mech.	Barnstable.
	Leicester.
RHODE-ISLAND.	
U. S. Branch.	Village Bank.
Providence.	Smithfield Line.
Union.	Rock.
Exchange.	Newport Bank.
Mechanics.	Roger Williams.
Globe.	Situate.
Manufacturers.	Kent.
R. Island Union.	Eagle, Bristol.
Rhode Island.	Do. Providence.
Merchants' Provi-	Mount Vernon.
dence.	Cranston.
Do. Newport.	Bank of Bristol.
N. E. Commercial.	Commercial.
Washington.	Freemans.
Burrillville Agric.	Franklin.
and Manuf.	Landholders.
Smithfield Exch.	Narragansett.
CONNECTICUT.	
U. S. Branch.	Hartford.
Norwich.	Phenix.
Bridgeport.	Middletown.
Fairfield County.	Mechanics.
do Branch.	New London.
VERMONT.	
Brattleborough.	St. Albans.
Montpelier.	Windsor.
Rutland.	Vergennes.
Bank Caledonia.	Bennington.
NEW-YORK.	
U. S. Branch.	Bank of Albany.
City Banks.	State Bank.
Long Island Bk.	Commercial, \$20.
Dutchess Co.	Bank of Troy.
Lansingburg.	Farmers, \$30.
Poughkeepsie.	Mohawk.
Catskill.	Utica.
Newburgh.	Do. Branch.
Do. Branch.	Ontario.
Mech. & Farmers.	Do. Branch.
NEW-JERSEY.	
State Bk. Newark.	Morris Canal.
Do. Morristown.	Trantern B. Co.
Do. Elizabeth.	Orange.
Do. Camden.	Washington.
Do. N. Brunswick.	People's.
Newark B. Co.	Sussex.
Farm & Mech.	Farmers.
at Rahway.	Bk N. Brunswick.
PENNSYLVANIA.	
U. S. Bank.	Montgomery Co.
Philadel. Banks.	Columbia Br. Co.
Harrisburg.	Chester county.
N. rthampton.	Lancaster.
Farmers Reading.	Germantown.
Do. Lancaster.	Delaware county.
Do. Bucks co.	Penn. Township.
Easton.	York.
DELAWARE.	
Farmers.	Wilm. & Brand.
Do. Branches.	Delaware.
MARYLAND.	
U. S. Branch.	Bank Maryland.
Baltimore Bks.	Frederick co.
Farmers.	Westminster.
Do. Branches.	Farm & Mech.
DISTRICT COLUMBIA.	
Patrons.	Albany.
Metropolis.	Potomac.
Washington.	Union.
VIRGINIA.	
U. S. Branch.	Farmers.
Vally. & Branch.	Do. Branches.
NORTH CAROLINA.	
State & Branches.	Newbern & Brnch.
SOUTH CAROLINA.	
U. S. Branch.	Union.
Plant. & Mech.	South Carolina.
GEORGIA.	
U. S. Branch.	State B. & Brh's.
Planters.	Augusta.
Marine & Fireins.	Merch. & Planters.
ALABAMA.	
U. S. Branch.	Mobile—State.
MISSISSIPPI.	
State of Mississippi.	Ohio.
OHIO.	
U. S. Branch.	Marion.
Chillicothe.	Lancaster.
Western Reserve.	Mount Pleasant.
Franklin.	Farmers.
LOUISIANA.	
U. S. Branch.	State—Orleans.
	Louisiana.